City of Sault Ste. Marie Non-Motorized Transportation Plan

Including Sault Ste. Marie Tribe of Chippewa Indian's Sault Ste. Marie service area

Prepared by Eastern Upper Peninsula Regional

Planning & Development Commission

August, 2012

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Executive Summary

The City of Sault Ste. Marie is focusing on creating a community that is a sustainable small urban environment that promotes the well-being of the people, provides a place that is environmentally friendly, which also showcases its' historical and recreational opportunities. Encouraging a healthy and more active lifestyle by providing more connectivity of trails, sidewalks and bike routes, safer crosswalks and bike parking is just one of the goals the City of Sault Ste. Marie has set to create that environment.

With the development of the City of Sault Ste. Marie Non-Motorized Transportation Plan, the City is now poised to take its pedestrian and bicycle facilities, policies and programs to the next level. The plan, funded by the City and Sault Tribe's Strategic Alliance for Health, lays out the recommendations to support non-motorized transportation.

A dedicated group of stakeholders has led the process in shaping this plan, including representatives from various City departments, Sault Tribe of Chippewa Indians, Sault Tribe Department of Transportation, Lake Superior State University, Soo Bike Club and EUP Regional Planning & Development Commission. The Chippewa Co. Building a Healthier Community Coalition, Sault Tribe's Strategic Alliance for Health, and the Sault Ste. Marie Area Recreational Trails group provided significant input along with community input gathered through two input sessions and an on-line input form.

As the recommendations of this plan are implemented, it is anticipated that the physical and cultural changes will result in more citizens choosing walking or biking as the preferred mode of transportation to work or for many local trips. These choices will lead to a healthier community, better environmental quality, and a more energy efficient and sustainable transportation system.

This plan describes the background of the planning process, discusses current administrative policies at federal, state and local level, gives an overview of the community profile, details the inventory of existing facilities, proposed facilities, policies, and programs that were gathered through the public input. It also describes the goals and objectives, implementation of the best design practices, potential funding sources, provides sample maintenance guidelines, a link to an on-line cost estimate tool, and lists resources for more information. Finally, the plan discusses recommendations and gives priority to projects with a general timeline for implementation.

The facilities are the physical changes that will make walking and bicycling in the City safer, more comfortable, and convenient. The policies outline proposed changes that will strengthen the City's support for non-motorized transportation. Programs and materials to promote, encourage and educate are recommended to continue to build community awareness and support. As with any plan,

it will be up to the community leaders, city staff and volunteers to follow through with the recommendations to make it a success.

It is recommended that the City create a formal non-motorized transportation sub-committee under the Planning Commission, whose purpose would be to work with city staff and neighborhood groups to coordinate and implement the Non-Motorized Transportation Plan and advocate for non-motorized transportation facilities, including the funding for such facilities and promotional or educational programs encouraging non-motorized transportation. This committee would determine specific tasks needed to accomplish proposed recommendations and delegate those tasks to the appropriate department or group. The committee would help ensure that any improvements to the non-motorized transportation network are consistent with this Non-Motorized Transportation Plan and the City's Master Plan and that those projects are undertaken in the timeline as developed through the priority criteria. The Committee could annually review the accomplishments and provide reports to the public to keep them aware of the progress being made.

This plan recommends that policies pertaining to the transportation network be reviewed and strengthened to improve non-motorized transportation facilities. Developing and adopting ordinances related to non-motorized transportation will give the City more enforcement capabilities. The development of a web page would provide information about the non-motorized transportation network as well as education about rules of the road, city programs, bike parking locations, and also provide a way for community input. A brochure with a map of the city routes could also provide this type of educational information and be used as a promotional tool. Establishing and using a Geographic Information System (GIS) database will give City staff a powerful tool in which to keep track of all the non-motorized facility assets. Facilities could be easily represented in a map form and pertinent information such as condition, maintenance schedules and plans, etc. is attached to each facility record and can be generated into informational reports to be used in the planning process.

Network recommendations include providing a sidewalk or multi-use path along the major transportation corridors within the City preferably on both sides, but at the very minimum along one side of the road. Where off-road paths may not be feasible due to land-use issues such as wetlands, it is recommended that road shoulders be paved to provide ample space for both motorized and non-motorized users. Where it is not feasible to pave shoulders along an entire road segment, spot improvements such as on hills or around curves should be considered. Surface improvements to the existing rail grade in such a way that would harden the surface enough to allow for non-motorized wheel users would be more economically feasible than constructing a new multi-use path. It is recommended in this plan to research and find a solution that would allow for a compromise between motorized and non-motorized users to enhance this already existing facility, perhaps testing it out on a portion of the trail for a trial period.

For long term planning it is recommended that the City look at traffic calming strategies along Easterday Avenue near the University area, the intersection of Mackinac Trail/3 Mile Road and I-75 Business Spur, and Shunk Road near the Casino.

The recommendations outlined in this plan will give the City the tools to provide a safe, continuous connection to the downtown from outlying areas, to neighborhood schools, to neighborhood parks and to tourist destinations and to develop uniform way finding signage and route markings.

The following table provides a summary of the proposed network improvements recommended in this plan:

Facility Type	**Near Term**	**Mid Term**	**Long Term**	**Total**
New Sidewalk Construction	1.63 miles	1.55 miles	1.82 miles	5 miles
New Multi-Use Path Construction	1.04 miles	2.28 miles	9.9 miles	13.22 miles
Multi-Use Path Surface Improvement	1.15	0.51	4.78	6.44 miles
Paved Road Shoulders		1.22	2.03	3.25 miles
Bike Routes	19.33			19.33 miles
Trails		2.48	1.58	4.06 miles
Crosswalk Improvements	16	6		22
Trailhead Improvements	3	4	1	8

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Acknowledgements

This plan would not be possible without the involvement, review and input of the dedicated people listed below and the many citizens who participated in the public meetings.

Task Force Committee

The composition of the Task Force Committee includes representatives of key City departments, City advisory committees, affected public agencies, and the general citizenry.

- Alicia Askwith, SSM Engineering Department
- Dan Wyers, SSM Parks & Recreation Department
- Donna Norkoli, Sault Tribe of Chippewa Indians Strategic Alliance for Health
- Lisa Meyers, Sault Ste. Marie Tribe of Chippewa Indians Strategic Alliance for Health
- Wendy Hoffman, Sault Ste. Marie Tribe of Chippewa Indians Transportation Department
- Wayne Barry, Sault Ste. Marie Area Recreation Trails (SsMART) Group
- Dulcey Garber, Soo Bike Club
- Greg Zimmerman, LSSU
- Ken Hemming, Sault Area Schools

Project Team

- Ellen Benoit, Project Coordinator, EUP Regional Planning & Development Commission
- Barb Lisiecki/ Neil Henne, City Planning Department
- Michelle Conway/ Lisa Meyers, SSM Tribe of Chippewa Indians Strategic Alliance for Health
- Donna Norkoli, SSM Tribe of Chippewa Indians Strategic Alliance for Health
- Linda Basista, SSM Engineering Department
- Alicia Askwith, SSM Engineering Department

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Chapter 1 – Introduction

1.1 Background Information/Plan Impetus

Everywhere you look, you see indications of the increased popularity of bicycling and walking. There was a time in the history of the area in which walking, equestrian and water transportation were the only modes of travel. As time and civilization developed, bicycles, cars, motorcycles, ATV's, snowmobiles, rail, and air, also became part of the transportation network. Planning for the non-motorized transportation mode often took a back seat or wasn't even considered when planning transportation facilities. More recently that trend is reversing and planning and constructing non-motorized facilities is on the rise around the nation.

The City of Sault (pronounced s*ue* and also known as Soo) Ste. Marie, Michigan, has long been aware of the need for planning for and building transportation facilities that incorporate the needs of bicyclists and walkers. A Regional Transportation Study developed by the Eastern U.P. Regional Planning and Development Commission in 1984 states "*Provide recreation trails in the region to promote energy savings, physical fitness and tourism. Objective: Promote the development of bikeways, particularly in populated areas of the region. Objective: Promote the development and continued maintenance of snowmobile, hiking and horseback riding trails in the region.*" It was around this same time the City started specific planning for non-motorized transportation and constructed the first part of the bike path that runs along the I-75 Business Spur. Subsequently, a map defining existing and planned trails was included in the City's comprehensive Master Plan and Master Recreation Plan.

In 2003, the Chippewa County Health Department located in and servicing the City of Sault Ste. Marie, partnered with Sault Ste. Marie Tribe of Chippewa Indians Strategic Alliance for Health (SAH), Michigan State University Extension (MSUE), Sault Ste. Marie Downtown Development Authority (SSM DDA), Sault Ste. Marie Public Schools, the City of Sault Ste. Marie, Sault Ste. Marie Planning and Development, Lake Superior State University (LSSU) Faculty and Students, and EUP Regional Planning & Development Commission (EUPRP&DC) in forming the Chippewa County Building A Healthier Community Coalition (BHCC). The vision of this group for the City of Sault Ste. Marie is "*A vibrant community that promotes and provides choices that support healthy lifestyles*", with a mission "*To improve the health and well-being of our community by collaborating resources which offer opportunities for building a healthy mind, body, and spirit through physical activity, healthy food, and environmental options.*" Meeting monthly over the last several years, this group has successfully accomplished many goals and continues to work on this mission.

Some of the steps that have led up to the non-motorized plan are:

- In 2006 and again in 2009, the City conducted a Citizen's Survey in which a City-wide Bike Path System was strongly supported by most of the respondents. In 2006, Bike Trail Development was ranked 3rd out of 9 listed recreational projects when asked in which order they would like to see projects undertaken. In 2009, Bike Trail Development rose to 2nd out of the top 10 recreational projects they would like to see implemented first.

- In 2008, Sault Ste. Marie, conducted a walkability audit of the downtown and university area. This event was part of Governor Granholm's Cool Cities Program. Michigan Department of Transportation (MDOT) funded and helped staff this event. Dan Burden, a Partner and Senior Urban Designer with Glatting, Jackson, Kercher, Anglin, and co-founder of Walkable Communities, led the walkability audit of the LSSU campus, neighborhood, commercial, and waterfront districts of Sault Ste. Marie and provided a presentation and written report of recommendations to improve the City's walkability.

- Also during this time, EUP Regional Planning and Development Commission, with funding from MDOT, created the 2008 Superior Region East Road and Trail Bicycling Guide Map. This map details roads, bike paths and trails throughout the Chippewa, Luce and Mackinac County region. It gives the user such information as traffic volume, paved shoulders, road segment distance, level of service one might expect in a community, and destination places with insets of all the communities in detail. That map, led to the development of the Superior Region Non-Motorized Transportation Investment Strategy in 2009. The purpose of this document was to identify non-motorized gaps and serve as a guidance tool that State and local officials and groups can use to incorporate non-motorized facilities into their future planning of road construction or re-construction projects. The Strategy covers the 15 counties of Michigan's Upper Peninsula and includes the City of Sault Ste. Marie.

- The Sault Tribe of Chippewa Indians SAH brought Dan Burden back in 2009 to conduct similar walkability audits throughout the Tribe's service area. Walkability audits were conducted in Manistique, Munising, St. Ignace and again in Sault Ste. Marie. The focus of the audit was around the Lake Superior State University and Sault's Tribal areas within the City. Many community ideas and expert recommendations were listed in the 2009 Walkability Report which will continue to be incorporated into this plan. To access the report and the Dan Burden presentation, go to http://www.healthyupcommunities.com/programs/active-living-communities.

The City of Sault Ste. Marie completed the most recent update of its Master Recreation Plan in 2010, including a map of existing and planned bikeways and a sidewalk location and condition map. Also in 2010, the BHCC successfully promoted the "*Complete Streets*" concept[1] to various groups within the community, including the Sault Ste. Marie Planning Commission. Complete streets are designed and operated to enable safe access for all users. Pedestrians, bicyclists, motorists and transit riders of all ages and abilities must be able to safely move along and across a complete street. Creating complete streets means changing the policies and practices of transportation agencies. The Sault Ste. Marie City Commission, recognizing the importance of complete streets, adopted a Complete Streets Resolution in August of 2010, as recommended by the Planning Commission. For more information regarding the Sault Ste. Marie Complete Streets resolution, visit the website: http://www.healthyupcommunities.com/programs/active-living-communities/complete-streets.

In the Fall of 2010, the Sault Ste. Marie Tribe of Chippewa Indians' Strategic Alliance for Health project completed a random survey of residents of Sault Ste. Marie. The survey measured residents' opinions, perceptions and levels of awareness of the community as a place for walking and biking. The survey

[1] Appendix – Information on Complete Streets national movement

also measured levels of physical activity. The report from this survey is attached in Appendix E - Community Input or can be viewed at http://www.healthyupcommunities.com/programs/active-living-communities/complete-streets/tools.

Losing their program funding in 2011, Chippewa County Health Department handed the leadership reins of the BHCC to the Sault Ste. Marie Tribe's Strategic Alliance for Health (SAH) who agreed to take over. Continuing to work on the goals of this mission has led the City of Sault Ste. Marie to creating a non-motorized transportation plan. In October of 2011, EUP Regional Planning and Development Commission (EUPRP&DC) entered into contract with the City of Sault Ste. Marie to facilitate the planning process and develop the plan. Funding for the City of Sault Ste. Marie Non-Motorized Transportation Plan (SSMNMTP) was shared between the City and the Sault Tribe Strategic Alliance for Health.

1.2 Defining Non-motorized

Whether you are walking, bicycling, in a wheelchair, jogging, or rollerblading to a destination such as a grocery store or just around the neighborhood for a bit of exercise and fresh air, anytime you bypass your car, the bus, a plane, a train, or other motorized transport, you become a non-motorized traveler.

Non-motorized facilities can be grouped by one of two general types: On-Road or Off-Road. The definition of non-motorized has to be broad enough to encompass all different types of users and the vast array of facilities designed for their use.

In this report, we will often default to discussions of bicyclist and pedestrian accommodations as primary users but that does not mean other users are not important to consider. In many cases, taking care of the bicyclist and pedestrian will also provide facilities suitable to other non-motorized users.

See Appendix A for complete listing of Non-Motorized Definitions.

1.3 Planning Process

The following are activities associated with the plan development that were performed by EUP Regional Planning and Development Commission as part of the planning process:

1. Hosted a "**Sault Ste. Marie Visioning Workshop**" to bring together the local stakeholders and the public. The purpose of the Visioning Workshop was to inform the public and stakeholders of the project, planning process and timeline, as well as to gather public input on the overall purpose, vision, goals and objectives. It was also an opportunity to discuss non-motorized issues such as funding, important destination places and areas of concern and to find interested persons to serve on a Taskforce Committee. The Visioning Workshop was held at City Hall on November 16, 2011 from 7-9 PM.
2. A web-page was created on the EUPRP&DC's website www.eup-planning.org with detailed information on the project, and links to the Visioning Workshop presentation and materials. The stakeholders and public were given the opportunity to fill out an on-line Visioning Input

Worksheet until December 30, 2011. Links were also set up to the City of Sault Ste. Marie's and Sault Tribe Strategic Alliance for Health web sites.

3. In December, 2011 a Task Force Committee was set up with representatives from City Engineering and Parks & Recreation Departments, Sault Tribe SAH and Transportation Department, BHCC, LSSU, Sault Area Schools, War Memorial Hospital, LSSU Student Government and the Soo Bike Club.
4. The planning process consisted of gathering the pertinent planning, environmental, land use, and engineering information necessary to develop the non-motorized transportation plan. Data were collected in digital format, from existing plans and documents, public input, and through field observations. This information provided data necessary to identify the environmental, transportation, and recreation aspects of potential non-motorized transportation projects.
5. The SSMNMTP Task Force Committee met monthly as needed throughout the project. Materials and/or on-line links were made available prior to meetings for review. The Task Force Committee was responsible for reviewing plan chapter development and content as well as setting project ranking criteria.
6. A second public input session was held February 1, 2012 to review the inventory maps and gather more input on specific issues, wants and needs of the community. This input session, again held at City Hall, was an open house format from 3 PM to 6 PM in which the public could drop in to give input. Through the web page, an interactive on-line mapping program was made available until March 1, 2012 where the public and stakeholders could make their edits and comments directly on the map.
7. The draft of the plan was completed in June, 2012 and with approval of the Task Force Committee a presentation was held June 28, 2012 at City Hall to reveal the plan to the public and present it to the City Planning Commission.
8. Upon approval of the City Planning Commission, the Non-Motorized Transportation Plan was recommended for adoption by the City Commission.

1.4 Purpose

This plan is intended to be used to guide future policy and ordinance development and infrastructure design and construction decisions. It can be used to help the City of Sault Ste. Marie, Sault Tribe of Chippewa Indians, and stakeholder groups to coordinate their efforts and strategically apply for and/or seek funding to be used toward the completion of projects identified through this planning process.

The overall purpose of this plan *is to identify and describe a safe, efficient, easy to use, high quality network of non-motorized transportation routes, bicycle lanes and multi-use pathways throughout Sault Ste. Marie supporting transportation options of walking or biking and connecting community members and visitors with destinations throughout the City and to neighboring routes and communities*.

The Role of Multi-Modal Transportation
A comprehensive transportation system is vital to the health, safety, and welfare of the citizens of Sault Ste. Marie. Improvements to non-motorized facilities especially in multi-modal areas (those points where two or more types of transportation interact) create a safer more useable system for all.

Multi-modal: The availability of transportation options using different modes within a system or corridor.

"The mission of the City of Sault Ste. Marie is to provide a sustainable small urban environment in an international setting for the well-being of its citizens by planning for and managing its physical development in an environmentally friendly manner, by fostering an economy to support its public and private infrastructure, and by nurturing historical, cultural, and recreational activities that enhance the quality of life within it."

1.5 Vision Statement

The vision of this plan is *to create a non-motorized transportation system, which encourages residents and visitors to choose walking or biking, with safe and convenient access to destination places in all seasons*. Such a network will promote commercial, recreational, environmental, social and cultural opportunities making the City of Sault Ste. Marie a more healthy, sustainable, and livable community.

This vision conforms to the 2020 Vision for the City of Sault Ste. Marie[2] that the City Commission adopted in 2008. The basis for this vision statement was to project what desirable elements would be part of the City of Sault Ste. Marie in the year 2020. It reflects the long-term vision of the City Commission in such areas as the desired economic base of the City, status of streets and infrastructure, social and cultural fabric of the community, recreational facilities, housing, education, and general cost-of-living for residents and visitors.

1.5 Benefits

A well-implemented multi-modal transportation system will:

- **Increase Transportation Options**
  - Provide transportation alternatives for all individuals who are capable of independent travel.
  - Improve access and mobility.
  - Support public transportation, such as buses.

- **Improve health and safety**
  - Create a stronger social fabric by fostering the social interaction that takes place outside of the car.

[2] 2008 Mission Statement as amended in 2009

- Encourage healthy lifestyles and help to prevent chronic disease by promoting active transportation.
- Improve safety, especially for the very young and very old, who are often dependent on non-motorized facilities and connections between multiple modes of travel.
- Add "eyes on the street," which not only foster community but also serve to deter crime.

- **Conserve natural resources**
  - Reduce the local air, water, and noise pollution from automobile use by providing excellent alternatives to automobile travel.
  - Reduce congestion by reducing the overall number of automobile trips taken.
  - Reduce dependence on fossil fuels.
  - Reduce contribution to "Greenhouse Effect"

- **Stimulate the local economy**
  - Reduce the consumer costs associated with automobile parking, automobile maintenance, and fossil fuels, making this money available for other goods and services.
  - Increase workers' access to job sites, ability to reliably reach those jobs and the employment pool from which potential employers may choose.
  - Make commercial districts attractive and easy places to visit and do business through improvements to the whole transportation network.
  - Sustain and increase property value throughout Sault Ste. Marie.
  - Provide recreational facilities that are a valuable tourism resource.

Chapter 2 – Administrative

Bicycling and walking are important elements of an integrated, intermodal transportation system. Therefore, these non-motorized modes must be included in the policies and practices of government agencies at all levels.

2.1 Federal Level Policy

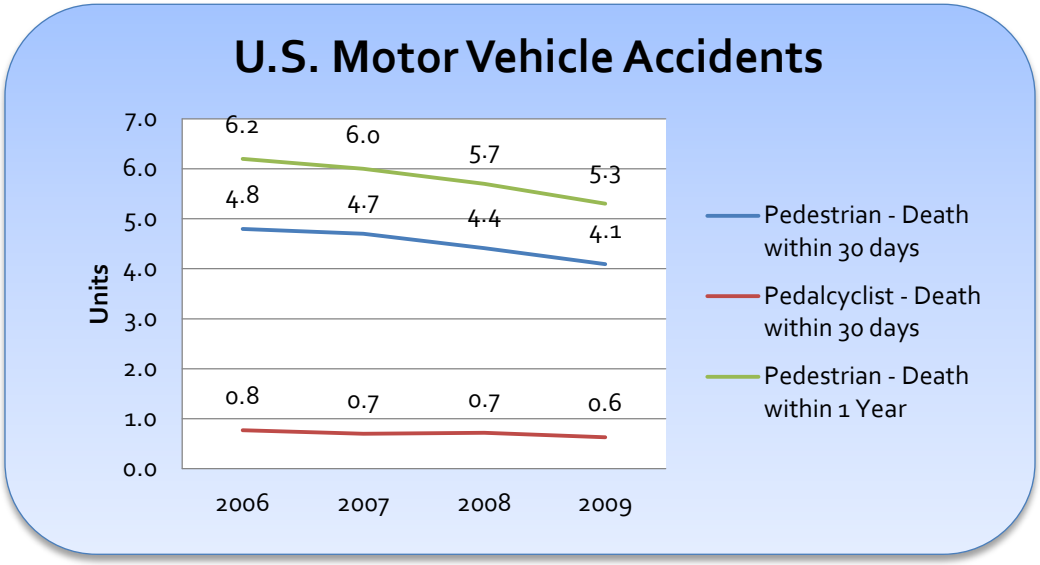
In 2005, President Bush signed into law the Safe Accountable, Flexible, Efficient Transportation Equity Act: a Legacy for Users (SAFETEA-LU). The legislation updated Titles 23 and 49 of the United States Code (U.S.C.) and built on the significant changes made to Federal transportation policy and programs by the 1991 Intermodal Surface Transportation Efficiency Act (ISTEA) and the 1998 Transportation Equity Act for the 21st Century (TEA-21).[3] The legislation had a number of provisions to improve conditions for bicycling and walking and increase the safety of the two modes.

The Federal transportation policy is to increase non-motorized transportation to at least 15 percent of all trips and to simultaneously reduce the number of non-motorized users killed or injured in traffic crashes by at least 10 percent. This policy, which was adopted in 1994 as part of the National Bicycling and Walking Study, remains a high priority for the U.S. Department of Transportation (DOT). Legislation continues to provide the funding opportunities, planning processes, and policy language by which States and metropolitan areas can achieve this ambitious national goal.

Figure 1

Units = millions – 7.0 represents 7,000,000

U.S. Census Bureau; Statistical Abstract of the United States: Table 1103. Motor Vehicle Accidents--Number and Deaths



[3] http://www.fhwa.dot.gov/environment/bikeped/bp-guid.htm

2.2 State Level Policy

According to the Michigan Department of Transportation (MDOT) State Long-Range Transportation Plan, the state transportation department responsible for providing an integrated multi-modal transportation network, MDOTs role in non-motorized planning is very broad. Among the primary roles of the MDOT is to promote and facilitate the increased use and development of non-motorized transportation through guidance and technical expertise. Additionally, MDOT provides funding for planning, design and construction of non-motorized facilities. These roles are accomplished through many different avenues including the development of Regional Investment Plans, Transportation Enhancement Program Grants and a number of educational and training programs facilitated or organized by MDOT staff. These programs and activities are only a few examples of the many roles MDOT takes in integrating non-motorized transportation issues in statewide planning.

The single greatest need non-motorized transportation users have is parallel to the needs of motorists a seamless, integrated, transportation network. The ideal network offers doorstop-to-destination travel which is unimpeded, provides choice of routes and flexibility, is safe and secure to travel on, serves the needs of different users of the system, and serves both rural and urban areas. In short, they desire a fully operational, integrated, transportation system.

Because so many factors intertwine to either facilitate or impede non-motorized travel, staff from the non-motorized program and the passenger services program areas within MDOT have participated in the development of a design guide to help local communities be more proactive in assessing their transportation environment in a broad context of policies, opportunities, access, safety, regulations, and aesthetics. By making sure national standards are adhered to in the guidance, MDOT promotes consistency in best practice applications, improving communities across the state.

This effort in conjunction with the Departments of Community Health, State Police, Education, and led by Michigan State University and the Governor's Council on Physical Fitness, has resulted in Design Guidelines for Active Michigan Communities and an improved Promoting Active Communities (PAC) assessment tool as resources for local communities, planners, and developers.

2.3 City Level Policies

The City of Sault Ste. Marie Master Plan identifies the community vision, lays out goals and objectives, and details action steps to get there. The City's Master Plan incorporates goals of ensuring that the streets and sidewalks are adequate to meet the many demands placed on them. Actions to achieve this goal include bike path provisions in new road plans, creating a separate capital improvement program to fund sidewalk improvements and performing annual inspections and evaluations[4]. A Master Plan typically covers a period of 20 years. The City's Master Plan is approaching the 20 year mark since it was last completely updated and it is anticipated to be fully updated in the near future. The pending update of the Master Plan is expected to incorporate the recommendations of the soon-to-be-completed Sprawl Avoidance and Resource Management Initiative (SARMI), which is a study

[4] City of Sault Ste. Marie Master Plan, 1995

and report that was started in 2009 to address the preservation and development of certain areas within the City of Sault Ste. Marie. The SARMI study will be used for future land use planning and should streamline the site review and permitting process.

The City's current Zoning Ordinance has been in place since 1965. While several key amendments, such as the addition of Conditional Use provisions and Site Plan Review procedures and standards, have strengthened the Zoning Ordinance relative to provision of non-motorized transportation facilities, the Zoning Ordinance and other applicable sections of the City Code may be reviewed and possible amendments considered to encourage or incorporate more non-motorized facility construction, maintenance, and community active living principals.

In 2010, as recommended by the City Planning Commission, the Sault Ste. Marie City Commission adopted a "Complete Streets" Resolution. By adopting this resolution the City leaders recognized the importance of providing modes of transportation that promote health and independence for all people and that careful planning and coordinated development will offer long-term cost savings, benefit public health and improve safety and convenience. A full copy of the Sault Ste. Marie Complete Streets Resolution can be found in Appendix B.

The City's current Master Recreation Plan covers the period from 2010 to 2014. In this plan the City's recreational assets are inventoried, described and evaluated for strengths, weaknesses, opportunities and threats. The Recreation Plan also includes detailed information on the non-motorized network inventory. The Recreation Plan addresses the needs for both passive and active recreation, providing recreation opportunities for all ages and during all types of weather – indoor and outdoor, summer and winter.

The City's Engineering Department is responsible for the Transportation Improvement Program (TIP) and is required by MDOT to generate a list of projects for improvement over the next five years. It reflects the investment priorities of the city and transportation agencies arising from the regional transportation plan or local plans. The Small Urban Program provides federal Surface Transportation Program (STP) funding to areas with a population of 5,000 to 49,999 on eligible roads. The City's TIP should be carefully reviewed to assure that non-motorize facilities are considered and incorporated into the planning and design process. MDOT provides and encourages transportation agencies to use the RoadSoft database program that was specifically developed to keep an inventory of transportation assets, with modeling capabilities for users to run various scenarios to show how investment of dollars will affect the network. It is a software tool that transportation managers can use to find the best "mixes of fixes" rather than "fix the worst first" approach. Some of the information kept in the database includes road descriptions, surface type, surface condition, culverts, signs, and traffic count information. The program uses Geographic Information System (GIS) to accurately display the road network database. As with any database system it is only as good as the information that is put into it and must be kept up to date regularly.

2.4 Recommended Policy Improvements

Complete Streets Ordinance – The City Commission adopted a Complete Streets Resolution on August 2, 2010. Resolutions are often procedurally easier to enact than ordinances, and they can be an effective first step for local governments. A resolution can give a general statement of intent whereas an ordinance has the strength of the law behind it. To further strengthen the City's support of Complete Streets, it is recommended that the Non-Motorized Taskforce Committee (or its successor) continue to research and develop suggested language for a local Complete Streets Ordinance and/or other appropriate ordinance language amendments as may be determined needed in support of Complete Streets.

Non-motorized Facility Policy – It is recommended that the City consider a formal policy to establish sidewalks or multi-use paths along primary corridors at the very minimum on one side, but ideally on both sides of the road and that in areas of new development sidewalk construction is required. In areas where gaps in facilities do exist or where a foot path shows the pedestrian use, consider establishing a process to facilitate construction non-motorized facilities to complete the segment. The most heavily traveled corridors and areas within one mile of a school should be given top priority and less traveled areas completed as funding becomes available. Crosswalks or crossing islands on primary corridors should have sidewalks on both sides and provide a safe place to wait while waiting to cross.

ADA Accessibility – Title II of the American Disabilities Act of 1990 (ADA) requires local governments to make their activities, programs and services accessible to persons with disabilities. Planning for newly constructed or reconstructed non-motorized facilities requires the City to use ADA design standards to maximum extent feasible for accessibility. It is recommended that the City develop policy to bring non-compliant curb ramps into ADA compliance over a transition period throughout the City. Identification of physical barriers can be made by:

1. Citizen input - It is recommended that the City establish a process for citizens to report issues and develop the appropriate evaluation and response to each complaint
2. Inventory – a baseline documentation of existing conditions can be done with a GPS and digital camera and standard recording form. The inventory can provide information on the existence of a ramp, slope, type and condition of a detectable warning strip. The goal of the inventory would be to identify geographic location, type and severity of barriers. The inventory could be completed over time with the most heavily traveled areas completed first and continuing with the less traveled areas until the inventory is complete. The City Engineering Department inventoried sidewalks in 2009. It is recommended that the City continue to use resources available through the University to build on this inventory and enter the information into the RoadSoft GIS software or to maintain a current GIS database.

3. Survey- in some circumstances, where there is a high degree of controversy, a trained surveyor may be needed to make calculations and translate them to a survey drawing to remedy a solution.

It is recommended that the City develop policies to address the process of how accessibility is achieved for new construction and alterations. When a new construction or alteration is planned, the inventory of surrounding areas should also be taken into account and changes incorporated if needed for the connectivity and accessibility for the larger area. It is recommended that the City continue to work with local groups (Sault Accessibility Group, SAG and/or SsMART) to target areas of the City for evaluating accessibility issues and developing potential solutions for addressing those issues.

Safe Routes to Schools – The City of Sault Ste. Marie collaborates with the SAH Safe Routes to School Committee and has successfully received grant funds to implement sidewalk and crosswalk improvements around JKL Bahweting School. The Committee is currently working on additional grant funding for improvements around Washington Elementary School. They also continue to work with Lincoln Elementary and Sault Middle and High School. It is recommended that the City continue to work with the Safe Routes to School Committee and School Administrators in developing programs, policies and infrastructure that make it safer for children to walk or bike to school and to provide support to continue this program. Improvements to the non-motorized facilities within one mile of a school should have top priority. For information on the Safe Routes to School initiative in Sault Ste. Marie visit http://www.healthyupcommunities.com/programs/active-living-communities/safe-routes-school.

Figure 1 - Arlington Plaza

Bike Parking – The BHCC and SsMART group have successfully raised money through the Blue Cross/Blue Shield Let's Get Moving Community Challenges over the last two years and have been able to purchase a bike locker and several bike racks to be placed strategically throughout the City. A bike rack in the shape of a bike with a freighter motif and the words "Bike Rack" cut into the wheel, painted in the City's color theme, has been chosen for the design. The Sault High School welding class has agreed to make the bike racks. Six of these bike racks will be made and placed in the downtown area in 2012/13 with the BC/BS funds. It is recommended that the City develop a policy or ordinance for bike rack design and locations and establish a program in which businesses or private individuals could purchase bike racks for placement within the City. It is further recommended that the City establish bike parking in City owned parking lots and parks. Bike racks located on either end of the Sault Locks complex will provide parking and encourage

walking through this heavily congested area. Racks strategically located in the downtown district will encourage more people to ride to work or to shop downtown. Areas in which 2 or more bikes are locked to parking meters should be considered for a bike rack. Where there are outdoor concerts, festivals or activities an area for bike parking should be established near the front entrance gates to encourage more attendees to bike to the event.

Facility Maintenance – Policy or codes should be established and/or strengthened to address facility maintenance. Cracks, heaving and debris can make walking on sidewalks hazardous and dangerous for pedestrians. An "Adopt-A-Sidewalk" program could be initiated to garner community support for facility maintenance. Coordination between street plowing and sidewalk plowing should be established so the combination will maximize efforts to quickly make streets and sidewalks passable after a snow event and reduce street snow plowing from creating snow banks that block access to sidewalks. Other methods that could be explored to assist in the maintenance of the non-motorized facilities is as follows:

1. Create maintenance agreements with user groups such as a "Friends of the Trail" group, boy scouts, etc.
2. Establish a web-page for reporting issues and develop policy to address these issues.
3. Develop a maintenance inspection and check list that can be done in coordination with spring clean-up/setting up of amenities or fall/winter amenity storage.

Coordination of Non-Motorized Transportation Planning and Implementation – Policies and procedures should be established to assure that the efforts of various agencies, individuals, and stakeholder groups to improve and maintain the City's non-motorized transportation facilities are coordinated and focused as part of the implementation of this plan. In support of such coordination, the City should consider establishing a permanent non-motorized transportation advisory committee, possibly as a subcommittee of the City Planning Commission, to carry forward the work of the Non-motorized Transportation Plan Task Force ad hoc group and provide a structured process for prioritizing recommended non-motorized transportation improvements and coordinating implementation of the plan among the various potential funding agencies and stakeholder groups.

Chapter 3 – Community Profile

3.1 Location

Figure 2 - Location

The City of Sault Ste. Marie is a beautiful, waterfront community with a great and storied history. It is one of Michigan's oldest cities founded in 1668 on a northern tip of land in the eastern end of the Upper Peninsula. The City is strategically located on the south bank of the St. Mary's River at what has been called "the hub of the Great Lakes." The St. Mary's River itself is a significant world waterway, connecting Lake Superior to Lakes Huron and Michigan. *Sault Sainte-Marie* translates from French as "the Rapids of Saint Mary". These rapids have been central to the Sault's development.

On the opposite bank of the St. Mary's River lies the Sault's sister city, Sault Ste. Marie, Ontario, Canada connected by the Sault Ste. Marie International Bridge. Before 1962, the only way to cross the St. Mary's River, between Sault Ste. Marie, Michigan and Sault Ste. Marie, Ontario, was by car ferry or by a railroad bridge built in 1880. The International Bridge is the only vehicular crossing between Ontario and Michigan within a 300-mile distance. The crossing is connected directly to the major north-south artery Interstate Highway 75 (I-75).

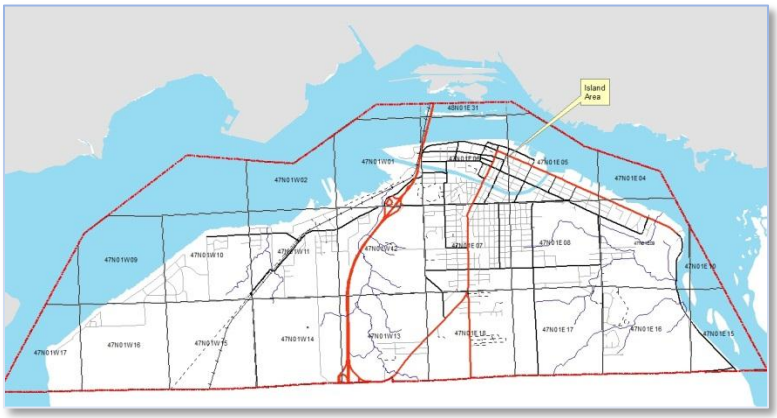


Figure 3 – City Boundary with Town and Range Section Lines

3.2 City Boundary

The incorporated limits of the City encompass some sixteen square miles of area, measuring approximately three miles from north to south and seven miles from east to west at its widest points. Sault Ste. Marie is located in Chippewa County and is the location of the county seat.

3.3 Land Use

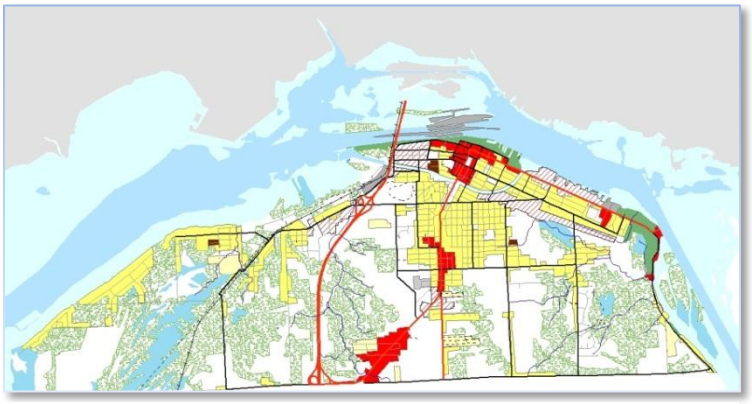


Figure 4 - Land Use Patterns

The bulk of the City's development is reasonably concentrated. The "island" portion of the City, separated from the remainder by the electric Power Canal owned by Cloverland Electric, is the heart of the community. The northern shoreline of the "island" is almost completely dominated by the U.S. Army Corps of Engineers with the Soo Locks; its attendant parks and maintenance facilities. Directly adjacent to the Locks is the City's Central Business District. A major apartment complex is located on the west end of the island. Residential areas, shown in yellow in Figure 3, are concentrated in neighborhood clusters throughout the city and along major roads and shorelines. Commercial districts shown in red are concentrated in the downtown area as well as along the main street of Ashmun St./I-75 Business Spur. Figure 4 shows the amount of acreage in each land use category.

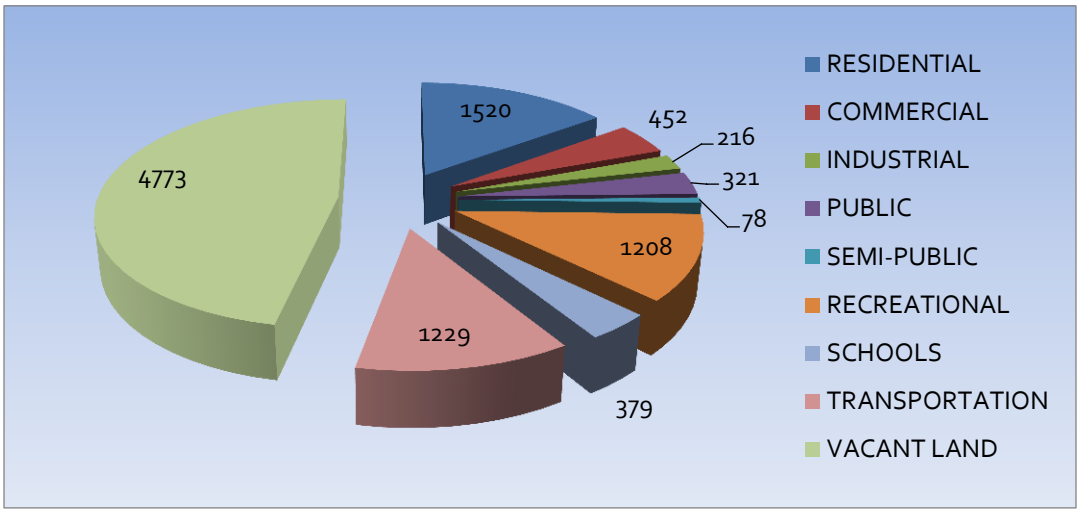


Figure 5 - Existing Land Use

3.4 Topography

Figure 5 shows the general topography and prominent physical features of the City with the high areas represented by gray and low areas by green. Bounded on three sides by the St. Mary's River, several small creeks drain from the geographic center of the City to the river. The dominant physical feature of the City is a prominent ridge that separates the upland area from the coastal lowlands. This upland area is triangular in shape, with its southerly base extending between 20th Street west and Seymour St. along 3 Mile Road and narrowing to a one-half mile section between Ashmun St. and the freeway just north of Easterday Avenue. This upland plateau is approximately 100 feet higher than the City's

lowlands, with the escarpment itself averaging a height of 50 feet. The high point of the City is 760 feet (above mean sea level) at Northern Sand and Gravel on 3 Mile Road, and the lowest elevations are along Riverside Drive, at approximately 585 feet. Much of the university and hill area are at 700 feet, the southside area averages 635 feet, the east end and island area averages 600 feet, and Lakeshore and Shallows are 615 feet.

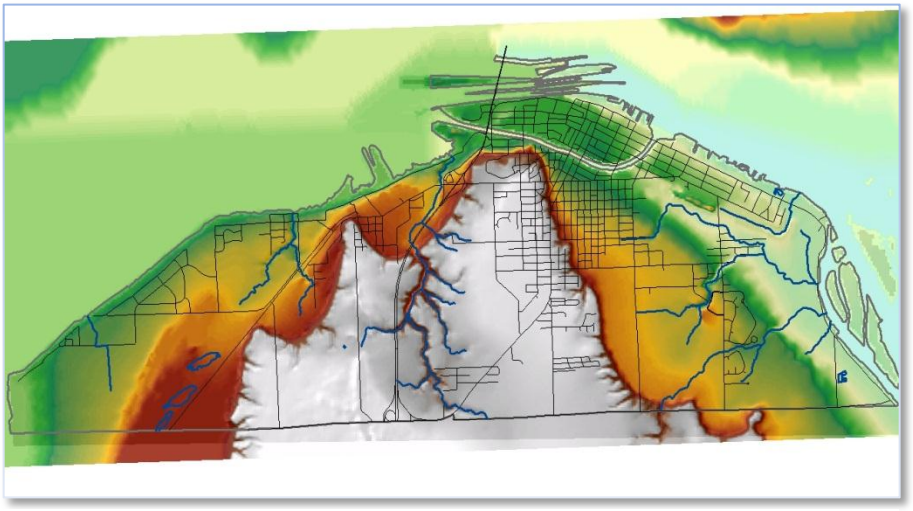


Figure 6 - Topography

3.5 Population

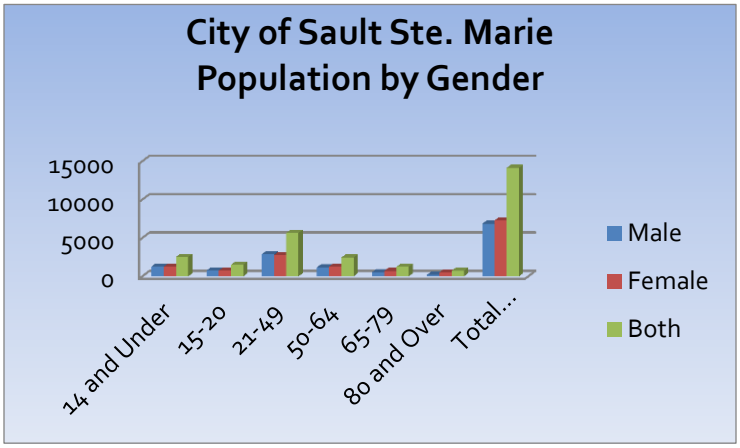


Figure 7 - 2010 Census Data, U.S. Census Bureau

The City of Sault Ste. Marie experienced a little over one percent decline in population between 2000 and 2010. There are slightly more females with a total of 7,286 compared to 6,858 of total males. The median age of the total population is 33.8 with female median age slightly higher at 36.2 and male median age at 31.9. The number of households increased 4.4% between 2000 and 2010, with census numbers showing a total of 5,995 households in 2010.

The 2010 Census provides the official counts of the population and housing units for the nation, states, counties, cities and towns. The American Community Survey (ACS) produces population, demographic and housing unit estimates between censuses. According to the ACS there were an estimated 10,028 workers over the age of 16. Of those, 77.8% were at or above poverty level and 22.2% were below the poverty level. Approximately 47% of workers over 16 arrived to work between the hours of 7 AM and 9 AM, with 35% arriving to work from 9 AM to Noon. It took 39% of workers less than 10 minutes to arrive to work and almost 24% between 10 to 14 minutes. The majority (41.6%) had 2 vehicles, having 1 vehicle available or 3 or more vehicles available came in about 27% for

each. Less than 4% did not have any vehicles available. These numbers reflect estimates and have a slight margin of error.[5]

3.6 Economics

Figure 6 shows the 2006-2010 American Community Survey 5-Year Estimates for the City of Sault Ste. Marie work force by industry.

Figure 8 - INDUSTRY BY OCCUPATION FOR THE CIVILIAN EMPLOYED POPULATION 16 YEARS AND OVER

Subject	Total Estimate	Margin of Error
Civilian employed population 16 years and over	6,948	+/- 401
Agriculture, forestry, fishing and hunting, and mining	0	+/- 109
Construction	241	+/- 110
Manufacturing	269	+/- 86
Wholesale trade	153	+/- 84
Retail trade	875	+/- 156
Transportation and warehousing, and utilities	217	+/- 108
Information	116	+/- 78
Finance and insurance, and real estate and rental and leasing	315	+/- 179
Professional, scientific, and management, and administrative and waste management services	309	+/- 103
Educational services, and health care and social assistance	1937	+/- 287
Arts, entertainment, and recreation, and accommodation and food services	1240	+/- 221
Other services, except public administration	402	+/- 109
Public administration	874	+/- 211

Major employers in the area include War Memorial Hospital, Lake Superior State University, Sault Area Schools and city, tribal, county, state and federal government agencies. A significant portion of the Sault's economic base is built on tourism. Traditionally, the Soo Locks have been the main tourist

[5] http://factfinder2.census.gov/faces/nav/jsf/pages/index.xhtml

draw, attracting upwards of 1 million people to the community in some of the peak years in the 1970's. A variety of support facilities has developed around this focus, including boat tours, train tours and historic walking trails. Since the late 1980's the Sault Tribe has developed an array of businesses including a casino, hotel/conference center, entertainment theater, medical center and various other businesses which continue to grow and bring visitors to the City.

3.7 Existing Transportation Network

Surface Transportation

In the early history of Sault Ste. Marie, water transportation was the main mode of travel as the banks of the St. Mary's River were settled. In the early 1800's the Sault was mostly frontier land and was extremely isolated in the winter. By 1850 a portage tramway was built to transport goods and small boats around the rapids, which is now the east/west street called Portage Avenue. Over time as the population grew and surface transportation became more prevalent, the foundation for the roads was laid out in a matrix fashion of north/south and east/west pattern across the City.

There are three broad classifications used by MDOT to identify the primary purpose of each roadway classification - arterial, local and collector streets. Arterial streets are designed to maximize mobility through limiting access and maximizing speed. Local streets are designed to maximize access by limiting speed and maximizing access. Collector streets are meant to act as "bridges" between the two types of streets.

Interstate Highway I-75 is the principal arterial trunk line which connects Sault Ste. Marie to St. Ignace and Michigan's Lower Peninsula via the Mackinac Bridge to the south, and Sault Ste. Marie, Ontario, Canada via the International Bridge to the north. The principal minor arterial street running south in the middle of the City is Ashmun Street which intersects at the north end to Water Street and travels south until it splits at the intersection of M-129. At that point, it becomes I-75 Business Spur to the west and Ashmun St./M-129 to the east, both connecting south to 3 Mile Road at the City limits. Other north-south minor arterials include Shunk Road from Marquette to 3 Mile Road, Oak Street from Easterday Ave. to 20th Street, and 20th Street south to 3 Mile Road. Portage Avenue east of Ashmun to 3 Mile Road, Easterday Avenue and Marquette Avenue, and 3 Mile Road are classified as minor arterials traveling in an east-west direction. (See Map 1 in Appendix D – Facility Maps.) There are a number of collector streets which link the arterials to the local streets in the area.

Bicycles are allowed on all streets with the exception of Highway I-75, although not all streets are suitable for bicyclists.

Mass Transit

The Chippewa-Luce-Mackinac Community Action Human Resource Authority, Inc. operates the City-owned Dial-A-Ride service in the City of Sault Ste. Marie. The service is an on-demand service that runs from 7:00 a.m. to 6:00 p.m. during weekdays and provides door to door pick-up and drop-off. The service has two busses serving the City and also has a service that shuttles between Michigan and Canada. The Bridge Bus runs from 7:00 a.m. to 7:00 p.m. M-F and 9:00 a.m. to 5:00 p.m. on Saturday. It stops at the Court Street Bus Shelter located in the 500 block of Court Street and the LSSU Norris Center Bus Shelter in Sault, Michigan and at Station Mall and the City Bus Terminal in Sault, Ontario.

The Eastern U.P. Transportation Authority offers safe and affordable bus transportation to rural areas around Sault Ste. Marie, Michigan . On weekdays, there are scheduled routes between DeTour and Sault Ste. Marie; Sault Ste. Marie and Rudyard, Trout Lake, Eckerman Corners, H-40; and Sault Ste. Marie and Kincheloe. The bus drops off and picks up passengers in Sault Ste. Marie at the Court Street Bus Shelter. There are limited weekend runs with the Sault Ste. Marie to Kincheloe route and several more pick-up/drop-off spots. These stops included the E-Z Mart, EUPTA Office, Court Street Bus Shelter, and the Cascade Crossings Bus Shelter. More information on the EUPTA bus schedules and stops can be found on their web-site at http://www.eupta.net.

Air Transportation

The City operates a municipal airport within the City limits which has a terminal consisting of a lounge for the pilots and the airport office. Soo Air is the Fixed Based Operator at Sanderson Field (ANJ). The company was established on July 1, 2004, and services air traffic from all over the Great Lakes and Upper Peninsula. Soo Air's hours are from 8:30 a.m. – 5:00 p.m., Monday through Saturday, all year long.

Water Transportation

Much of the City's waterfront is devoted to uses related to water transportation. There are marinas for recreation craft as well as a variety of facilities for larger vessels including repair and docking facilities. The Soo Locks, which link Lake Superior to the other Great Lakes, is a major tourist attraction operated by the U.S. Army Corps of Engineers. The U.S. Coast Guard Station is also located on the water front and provides search and rescue and marine law enforcement in the St. Mary's River and Whitefish Bay.

Rail Transportation

Sault Ste. Marie was the namesake of the Minneapolis, St. Paul and Sault Ste. Marie Railway, now the Soo Line Railroad, the U.S. arm of the Canadian Pacific Railway. The Soo Line has since, through a series of acquisitions and mergers of portions of the system, been split between Canadian Pacific and Canadian National Railway (CN), with CN operating the rail lines and the rail bridge in the Sault Ste. Marie area formerly part of the Soo Line. The International Railroad Bridge is a magnificent landmark bridge whose significant size comes from a huge number of smaller spans, rather than a single large bridge. When all these sections are combined, the result is a bridge that is unrivaled in variety, size, beauty, and history.

The Duluth, South Shore and Atlantic Railway (DSS&A) was an American railroad serving the Upper Peninsula of Michigan and the Lake Superior shoreline of Wisconsin. It provided service from Sault Ste. Marie, Michigan, and St. Ignace, Michigan, westward through Marquette, Michigan to Superior, Wisconsin, and Duluth, Minnesota. The South Shore line was laid to reach the Sault from Marquette. When the DSS&A merged with the Soo Line, the Soo Line already had a fairly direct route to the Sault via Trout Lake. As a result, part of the South Shore line was pulled up in 1961. The abandoned rail grade from Sault Ste. Marie to Strongs, Michigan was purchased by Michigan DNR as part of the "Rails to Trails" program.

3.8 Bicycling/Pedestrian Crash Statistics

Bicyclist and pedestrian crashes in Michigan and Sault Ste. Marie were reviewed using data provided on the Michigan Traffic Crash Facts web page.[6]

Nationwide, there were 4,654 pedestrian fatalities in 2007 and 70,000 pedestrians injured in traffic crashes. On average, a pedestrian is killed in a traffic crash every 113 minutes and injured in a traffic crash every 8 minutes. Pedestrian deaths accounted for 11.3 percent of all traffic fatalities. In 2007, 698 bicyclists were killed and an additional 44,000 were injured in traffic crashes. Bicyclist deaths accounted for 2 percent of all traffic fatalities, and bicyclists made up 2 percent of all the people injured in traffic crashes during the year. One-seventh (15%) of the bicyclists killed in traffic crashes in 2007 were between 5 and 15 years old. The bicyclist fatality rate for this age group in 2007 was 2.40 per million population — about 4 percent higher than the rate for all bicyclists (2.31 per million population).[7]

According to national research [8] the six most common types of crashes involving pedestrians include:

- a pedestrian "darts out" mid-block in front of oncoming traffic
- a pedestrian dashes across an intersection
- a pedestrian is walking/standing in the roadway
- a vehicle is backing up and strikes a pedestrian
- a driver is turning and merging and does not see the pedestrian
- a vehicle strikes a pedestrian in a location other than in the roadway.

The three most common types of crashes involving adult bicyclists nationally are[9]:

- a motorist turns unexpectedly and hits cyclist
- a motorist fails to yield at intersections/driveways and hits cyclist
- a motorist overtakes cyclist.

While crashes involving adult cyclists are often the fault of a motorist, it is the behavior of a child bicyclist that frequently causes a collision. This is reflected in the most common crash types involving children:

- a cyclist rides out and fails to yield at a controlled intersection
- a cyclist unexpectedly turns or swerves into motorist path of travel
- a cyclist rides out into the street at mid-block and fails to yield.

In Michigan, during 2010, there were 2,333 pedestrians involved in motor vehicle crashes, with 131 pedestrians killed and 1,883 pedestrians injured. The number of pedestrian fatality count increased by 8.3% from 2009 figures. Most pedestrians were in crashes occurring during the early evening hours (3:00 PM – 8:59 PM). However, most pedestrian fatalities occurred during hours of darkness. There were 1,976 bicyclists involved in motor vehicle crashes, Statewide in 2010. Twenty-nine bicyclists

[6] http://www.michigantrafficcrashfacts.org/index.htm
[7] Source: NHTSA – Traffic Safety Facts 2007 Data
[8] Pedestrian and Bicyclist Safety and Accommodation, National Highway Institute, Publication No. FHWA-HI-96-028, May 1996.
[9] Ibid

were killed on Michigan roadways during 2010, ten more than reported in 2009. Eighty percent of all bicyclists in motor vehicle crashes and 14 of the 29 bicyclists killed were during daylight hours. The peak hours for bicyclists involved in crashes was 3:00 PM to 5:59 PM while the peak hours for bicyclist fatalities was 6:00 PM to 8:59 PM.

In coordination with the Governor's Traffic Safety Advisory Committee, the Michigan Pedestrian and Bicycle Safety Action Team adopted the following goals[10]:

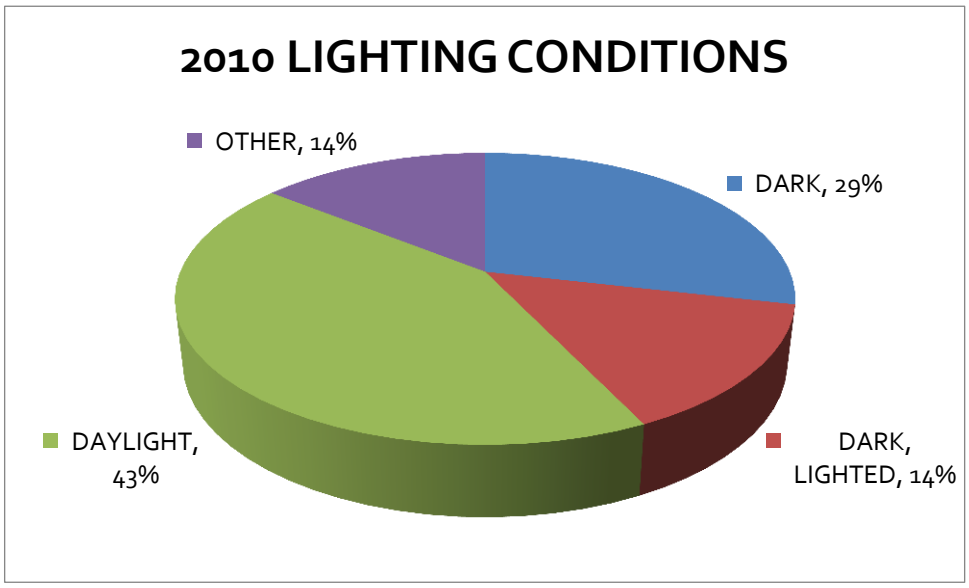
- To reduce the trailing five year average of pedestrian fatalities by 5% per year from 144 in 2007 to 125 in 2012
- To reduce the trailing five year average of pedestrian serious injuries by 5% per year from 533 in 2007 to 450 in 2012
- To reduce the trailing five year average of bicycle fatalities by 5% per year from 25 in 2007 to 20 in 2012
- To reduce the trailing five year average of all bicycle injuries by 5% per year from 1738 in 2007 to 1555 in 2012

In the City of Sault Ste. Marie over a 10 year period, from 2001 to 2010, there were 24 reported motor vehicle crashes involving pedestrians with one pedestrian fatality in 2009 and 20 incidents with injuries. In that same time period, there were 38 motor vehicle crashes involving bicyclists. Of those 38 crashes, 28 reported injuries while the remaining 10 reported property damage only. Twelve percent of the crashes (7) resulted in serious, incapacitating injuries.

Figure 2

Sault Ste. Marie

2010 Motor Vehicle Crashes involving Pedestrian & Bicyclists



Source: Michigan State Police - Michigan Traffic Crash Facts

It is important to note that these police reports are likely to under-represent the true impact that non-motorized crashes are having on the local community.

When plotted on a map, the pedestrian crashes (pink) in Sault Ste. Marie were generally located randomly throughout the community, but the bicycle crashes (blue) tended to be clustered at intersections involving one or more arterial streets. The majority of accidents are occurring along the

[10] Michigan Pedestrian and Bicycle Safety Action Plan – January 2009

main street of Ashmun/I-75 Business Spur and Easterday Avenue where traffic is heavier and travels at a faster speed.

3.9 Community Groups, Initiatives, Annual Events

Various City-appointed volunteer boards and commissions participate directly or indirectly in the City's planning and development of non-motorized transportation facilities. These include the Sault Ste. Marie Planning Commission, providing general planning oversight and coordination; the Sault Ste. Marie Community Services Board, providing input with regard to the City's parks and recreation facilities; the Sault Ste. Marie Downtown Development Authority; the Sault Ste. Marie Economic Development Corporation, providing input especially with regard to the City airport area; and the 21st Century Communities (21c3) Program group, currently known as Sault United, which particularly promotes better linkage between the City and Lake Superior State University.

In addition to the above City boards and commissions, there are a number of dedicated Sault Ste. Marie businesses and community members who also volunteer their time to better their community. The City works in cooperation with these groups and businesses to achieve the goals and objectives set in the 2020 Vision and Mission Statement.

Groups:

- Sault Tribe Strategic Alliance for Health (SAH) - The Sault Ste. Marie Tribe of Chippewa Indians was one of nine communities awarded funding from the CDC's Healthy Communities' Division for the Strategic Alliance for Health (SAH) project in 2008. The Sault Tribe Community Health Program Manager and community health education staff pursued this funding for a five year project to focus on chronic disease prevention through policy, systems and environmental change. This funding enables Sault Tribe Community Health to expand services into the four funded communities: Sault Ste. Marie, St. Ignace, Manistique and Munising and will allow for expansion in years 3-5 of the project through mentored communities in the Sault Tribe 7 county service area. The strategies identified by the funded communities include:

- Working to improve the environment for walking and biking by implementing a "Complete Streets" resolution in each community. This resolution would mean that streets will be designed with the needs of all users and all modes of transportation in mind, cars, pedestrians, and bicyclists.
- Increasing access to healthy food choices by developing community gardens and farmer's markets, working with local restaurants to label healthy menu choices, and working with schools, worksites, and community-based organizations to implement healthy food policies within their organizations.
- Decreasing exposure to environmental tobacco smoke through policies that protect people from the effects of secondhand smoke exposure.
- Working with school districts in our four communities to develop "Safe Routes to School" Programs and form Coordinated School Health Teams to review policies, systems and the school environment for physical activity, healthy eating and tobacco-free lifestyles.

- Building A Healthier Community Coalition (BHCC) was initiated by the Chippewa County Health Department and a coalition was created which includes partnerships with Sault Tribe of Chippewa Indians, Lake Superior State University, Chippewa County MSU Extension, War Memorial Hospital, Sault Area Public Schools, the City of Sault Ste. Marie, the chair of the Sault Ste. Marie Area Recreation Trails, Sault Ste. Marie Planning and Development, EUP Regional Planning, and the Downtown Development Authority to tackle community issues of health and well-being. With similar goals and mission, when funding for the program ran out for the Health Department the Sault Tribe of Chippewa Indians SAH group stepped up to coordinate the monthly meetings to keep the momentum going in tackling and accomplishing goals set by the group.
- The Sault Ste. Marie Area Recreation Trails work group (SsMART) was formed out of the BHCC to specifically tackle issues pertaining to walkability within the City. The SsMART group successfully created a downtown walking route, called "The Lunch Loop", which was signed and promoted in 2012. It allows employees who work, and residents who live in the downtown area a place to meet and walk together. It also provides a distance marker to measure how far someone is walking while on the route. The hope is to mark every 1/10 of a mile with a marker and to provide intermittent exercise stations along the route.
- Sault Access Group – recently formed in 2012 this group meets to tackle issues regarding accessibility for pedestrians who may be handicapped or disabled. They have conducted some walkability audits and have more planned to better assess the accessibility in areas of the city that the elderly, disabled or other pedestrians may use more frequently such as around the Hospital and Rehabilitation Center.
- Soo Bike Club – founded in 2010 this group meets on Tuesdays, late April through late October for 20-24 mile bike rides. They also lead beginner rides at the same time as well.

Initiatives:

- Safe Routes to School - is an international movement to make it safe, convenient and fun for children to bicycle and walk to school. In December 2010, the Michigan Department of Transportation (MDOT) granted 10 Michigan schools in six counties $1.4 million in federal Safe Routes to School (SRTS) funding for safety improvements and education programs. MDOT partners with the Michigan Fitness Foundation to work with schools, communities, students, teachers and parents. Joseph K. Lumsden Bahweting Anishnabe Public School Academy was a recipient of a SRTS grant in the amount of $147,893 and in partnership with the city of Sault Ste. Marie and the Sault Tribe SAH Project, will implement safety improvements and educational programming. Project components include installing sidewalks and crosswalks on Seymour Street and Marquette Avenue; improving crosswalks at two intersections: Seymour Street and Newton Avenue, and Marquette Avenue and Shunk Road; installing pedestrian-activated flashing crosswalk signs at Marquette Avenue; and implementing several school-based programs, including pedestrian and bicycle safety education, a frequent walker program, safety patrol training, and a driver safety awareness campaign.
- Michigan's Promoting Active Communities - The PAC program provides free online assessment that helps communities evaluate their built environment, policies and programs in relation to walkways and bikeways. Any city, village, township or charter township in Michigan is eligible to register. Sault Ste. Marie received a "Silver" award in 2011.

Annual Events:

- Walk or Roll to Work, School or Play Day – 2012 marks the 3rd year the BHCC, SsMART, and SAH has sponsored this annual event in which members of the community are encouraged to walk or bike to work, play and school. Planning includes staging parking areas throughout the city for participants to "walk the last mile", prizes and friendly competition incentives for individuals and businesses, and promotional activities.
- Chamber of Commerce Chase Marathon - The "Chase" is named in honor of Chase Osborn from Sault Ste. Marie who served as Michigan's governor from 1911 to 1913, and is the only Upper Peninsula native to be governor in the state's history. The first Marathon held in 2010 was a huge success with more than 200 participants. The Sault Area Chamber Chase (Full, Half, Bridge Run & 5k) start on the grounds of Lake Superior State University in the parking lot of the James Norris Physical Education Center, then follows Easterday Avenue to the Easterday on-ramp to the International Bridge. On the bridge, the north bound lane is closed to vehicle traffic as runners use this lane both out and back. Once across the International Bridge, the race follows the waterfront along the East portion of the St. Mary's River. (Except for the 5k which follows a different route and does not cross the bridge.) The course is flat, except for the International Bridge and 100% paved.

- Walk for Warmth – Chippewa, Luce, Mackinac Community Action Agency has an annual Walk for Warmth day in which participants raise funds for those people faced with the choice of feeding their family or heat their homes. The walkers start at Avery Square and head south to Easterday Avenue, cross the street and head north to Water Street and return back to Avery Square.
- Hospice Ride for a Reason – this year will mark the 12th annual Ride for a Reason bike festival. This event raises awareness and funds for Hospice of EUP. The ride offers something for family groups, casual riders and the hard-core racers. Beyond the competitive races, Ride for a Reason has three non-competitive rides and include routes of 10, 20 and 30 miles. Trophies are awarded to first through third places in the male and female divisions for the competitive races of 25 and 45 miles. All children get participation medals and every rider gets a Ride for a Reason T-shirt. A Burger Bash is typically held at the Moose Lodge where trophies and medals are awarded. Riders collect pledges from friends, family and businesses for each mile they ride and the donations go to Hospice. Each race course begins near 4 Mile Beach and runs along Riverside Drive, with turnaround points based on the ride length.
- Hospice House Fund Raiser Walk – fund raising activities to benefit the newly built Hospice House include an annual walk.
- The third annual "Family Fun Day" fundraiser for the Algonquin Ski Trail was held in February to raise money for trail maintenance. Through the hard work of volunteers and the generosity of the community and several business sponsors, the ski trail is groomed and maintained in excellent shape. The ski trail fundraiser also splits all proceeds 50-50 with the new Hospice House.
- The Summer Solstice 5K Fun Run held to benefit Girls on the Run of Chippewa County has been ran for the last 3 years. The course follows one loop, beginning at Sherman Park, winding through the tree-lined streets of the Lakeshore neighborhood, and finishing back at Sherman Park.
- LSSU – a variety of departments, groups and clubs have fund-raising walks or fun runs including LSSU Relay for Life, The Women's Walk which is an annual event for raising money for the women's athletic department, and the *Out of the Darkness Campus* walks which are 3-5 mile walks taking place in communities across the country, with the proceeds benefitting the American Foundation for Suicide Prevention (AFSP).
- Bike Rodeo - The City Police, Soo Bike Club and JKL Bahweting Safe Routes to School teamed up in 2011 to hold a Community Spring Bike Festival in partnership with the Sault Tribe Strategic Alliance for Health. The focus of this event was bicycle safety and the joy of cycling. Last year, the Safe Routes to Schools grant along with the Sault Ste. Marie City Police were able to provide some 300 free helmets, flashers and reflectors to participants. Local businesses sponsored a professional BMX trick rider who presented an exhibition with tricks and stunts for the youth and visitors. The Bike Fest had live music from a local band, a snack table sponsored by Harmony Health Foods and a kids' practice course sponsored by ProSports. The festival

event provides safety training for young bikers including, how to: ride properly, use hand signals, follow the rules of the road and know where to ride. Availability of funding will determine if this is an annual event.

- JKL Bahweting "FITNESS IS LIFE" FUN RUN - The 4th Annual Fitness Is Life Fun Run/Walk is a road race designed to promote a healthy lifestyle. In addition to the 5K race, there is a 5K Walk, Youth One Mile Run and a Tot Trot for younger children.
- Care Net Pregnancy Center of EUP has an annual 5K Family Walk & Run as part of a national effort to raise awareness and funds for the Center.
- Big Bear Snowshoe Moon Walk – is an annual winter hike on Nature Trail held by the Sault Tribes Traditional Food Project and Chi Mukwa Community Center.
- 2012 marks the fourth annual "Bike the Sites" which is a bicycle ride sponsored by the Sault Ste. Marie Tribe of Chippewa Indians Youth Education and Activities Department and Tribal Youth Council to help raise awareness about and combat childhood obesity. More than 20 participants between eight and 17 years old pedaled 47 miles from St. Ignace to Sault Ste. Marie along Mackinac Trail.
- The League of Michigan Bicyclists (LMB) provides an annual Michigan's Upper Peninsula (MUP) Tour which has a layover in Sault Ste. Marie. Bicyclists travel from St. Ignace to DeTour Village. From DeTour Village the bikers use the rural route of South Caribou Lake Road to Highway M-48 to the Gogomain Road north onto Pennington Drive to Riverside Drive to enter Sault Ste. Marie, travel past the Sault Locks and under the International Bridge to their campsite on the LSSU campus. Upon leaving the Sault, the bicyclists of the MUP tour travel west to Brimley using Easterday Avenue to Oak St. to 20th St. W. until W. 6 Mile.
- Adventure Cycling Association provides two guided bicycling tours with stops in Sault Ste. Marie including "Great Lakes Relaxed" a tour of the Upper Peninsula starting and ending in Mackinaw City and "Great Lakes Inn to Inn" a route very similar to the first but starting and ending in Petoskey. Bikers travel to Trout Lake, then on to Paradise and Tahquamenon Falls, from there to Brimley and south to Cedarville (passing through the Sault) and then returning back to the origin city. The bikers on the Relaxed tour camp at their overnight destinations while the Inn to Inn bikers use lodging establishments.

Chapter 4 – Existing and Proposed Non-Motorized Facilities

All information was gathered from existing maps and documentation as well as public input from stakeholders, walkability audits, community surveys and input gathered through the open house and on-line map editing tool. Maps showing the location of the facilities are located in Appendix D.

4.1 Sidewalk Facilities

The City Engineering Department took an inventory of the sidewalks in the summer of 2009. Information on sidewalk condition, type and location revealed that Sault Ste. Marie has an estimated total of 129.5 miles of sidewalk facilities. Of those, approximately 99 miles or 75% are in no need of repair; approximately 12 miles or 9% are passable with minor flush cracks, vegetative overgrowth or debris; approximately 4 miles (3%) have deep cracking, severe settlement or buckling; 5 miles have extensive cracking, buckling or vegetative growth; approximately 6 miles have extreme cracking and buckling; and approximately 2.0 miles are missing.[11]

Table 1 describes the existing and proposed sidewalk improvements and gaps in connections that were gathered at the public input sessions and in existing documents.

Table 1 - Sidewalks

Label	Name	Type	Description
	Existing City Sidewalks	Existing	The City Engineering Department took an inventory of the sidewalks in the summer of 2009. Information on sidewalk condition, type and location revealed that Sault Ste. Marie has an estimated total of 129.5 miles of sidewalk facilities. Of those, approximately 99 miles or 75% are in no need of repair; approximately 12 miles or 9% are passable with minor flush cracks, vegetative overgrowth or debris; approximately 4 miles (3%) have deep cracking, severe settlement or buckling; 5 miles have extensive cracking, buckling or vegetative growth; approximately 6 miles have extreme cracking and buckling; and approximately 2.0 miles are missing.

[11] City of Sault Ste. Marie Master Recreation Plan, 2010-2014

Label	Name	Type	Description
S-01	Marquette Ave. Sidewalk (Seymour St. – 8th)	Proposed	Extension of sidewalks on the north side of Marquette from Seymour to JKL School - proposed improvements in the JKL Safe Routes to School Grant.
S-02	Seymour St. Sidewalk (Marquette – 10th)	Proposed	Continuation of sidewalks on Seymour - proposed improvement in the JKL Safe Routes to School Grant.
S-03	Newton St. Sidewalk (Seymour – Minneapolis St.	Proposed	Newton street is a east-west collector street that has no sidewalks, but leads to athletic fields and sports track that the public can use for walking/jogging in summer and that a high volume of students use during times of sports activities (games and practice).
S-04	Easterday Avenue East Sidewalk (Missing and heaved segments from Ashmun – Spruce St.)	Proposed	Easterday Avenue is an east-west minor arterial street that requires additional sidewalk segments to complete the street and connect pedestrian movements from neighborhoods to businesses. There are also many areas of heaved sidewalk that could use improvement.
S-05	Portage Ave. East Sidewalk (Missing segments from Elm St. to Sugar Island Ferry Dock.)	Proposed	Portage Avenue is a main minor arterial street that follows the waterfront with many recreational and tourism opportunities and provides the connection from downtown to the city limits and adjacent communities along the east side of town.
S-06	Meridian St. Sidewalk (Eureka St. – Meridian/Portage St. Bike Path)	Proposed	Connect sidewalks from LSSU Townhouses to the proposed pathway along Portage Ave. (W)
S-07	Ryan St. Sidewalk (Missing segments from W. 9th Ave. – W. 12th Ave.	Proposed	Washington School Safe Routes to School committee looking at areas for improvement around the school.
S-08	8th Ave. Sidewalk (Meridian St. to Ryan St.)	Proposed	Washington School Safe Routes to School committee looking at areas for improvement around the school.
S-09	4th Ave. Sidewalk (Meridian St. to Ryan St.)	Proposed	Washington School Safe Routes to School committee looking at areas for improvement around the school.
S-10	Prospect St. Sidewalk (Summit St. to Ryan.)	Proposed	Washington School Safe Routes to School committee looking at areas for improvement around the school.

Label	Name	Type	Description
S-11	Ice Circle Sidewalk (Shunk Rd. to Shunk Rd.)	Proposed	Proposed sidewalk connection on 10th, Pow-Wow and Muk-wa to the Big Bear Sports Complex and Sault Tribe Cultural Center, and around Shawano Dr. Dan Burden recommendation from Walkability Audit 2009.
S-12	I-75 Business Spur Sidewalk (Cascade Crossing Intersection)	Proposed	Hotel patrons frequently cross here to get to restaurants and shopping on other side. There is no sidewalk or ramp access on east side. There is multiple lanes to cross with very little time due to left hand turning vehicles.
S-13	Ashmun Street Sidewalk (North of 11th - Marquette Ave.)	Proposed	Footpath in grass shows pedestrian usage along busy road.
S-14	Ashmun Street Sidewalk (Sheridan - Easterday Ave.)	Proposed	Sidewalk condition rated fair to poor along this section due to weed growth, cracking, heaving, missing ramps and deteriorating cement. Should be considered for reconstruction when this segment of street is up for reconstruction (2015).
S-15	Oak St. (West side of intersection at W. 4th Ave.)	Proposed	Small section of sidewalk needed at intersection. A footpath shows the non-motorized use where a sidewalk would close this gap and make a connection to the paved shoulder.

4.2 Multi-Use Facilities

Multi-Use Path can also be known as Class I bikeway, RecPath, bike path, shared-use, or side path. For the purpose of this plan a Multi-Use Path is a separate path adjacent to and independent of the street, wider than a regular sidewalk, and is mainly intended solely for non-motorized travel. Some proposed multi-use paths in this plan may be considered shared-use with snowmobiling and ATV trail connections.

These paths often form great recreational multi-use trails (for pedestrians, bikes, rollerbladers) in open spaces. The width of a Multi-Use Path is typically eight to ten feet, slightly wider than a regular sidewalk. Sometimes these trails are soft-surface using a crushed fine material that is less expensive, more natural and easier on the joints of walkers and runners.

The issue of safety comes into question with this type of facility. It is typically thought to be a safe alternative from riding on the road. However, statistics are showing that when these facilities run

parallel to a road with many driveways it is much more dangerous, as drivers may not see a bicyclist and there is no place for a bicyclist to go to avoid a collision. Conflict between users is common with many beginner and different type of users (pedestrians, bikes, strollers). Traffic on the bike path runs both ways which may also arise in collisions among users.

Table 2 shows the existing and proposed Multi-Use Paths within the City.

Table 2 - MULTI-USE PATH

Label	Name	Type	Description
MU-01	I-75 Business Spur Bike Path (Cascades Crossings - M-129/Ashmun Street)	Existing	Located along the northwest side of the I-75 Business Spur, this path is asphalt surfaced and includes a series of benches along the route.
MU-02	Meridian St. Bike Path (I-75 Business Spur – Easterday Ave.)	Existing	Intersecting at the I-75 Business Spur path this off-road multi-use bike path continues along the south/west side of Meridian Street connecting to Lake Superior State University complex at Meridian Street and Easterday Avenue. A section of the path is used in winter by snowmobiles around the Business Spur.
MU-03	Davitt St. Bike Path (Meridian St. – W. 12th Ave.)	Existing	Continuation of the off-road bike path this section is on the west side along Davitt Street.
MU-04	12th Avenue Bike Path (Meridian St. – Davitt St.)	Existing	A section of the multi-use bike path along south side of 12th Avenue connecting Davitt St. to Meridian St.
MU-05	Marquette Ave. Sidewalk (Ashmun St. – Minneapolis St.)	Existing	A portion of sidewalk facility along the south side of Marquette Avenue on the steep hill, that is used for pedestrians and bicyclists with connections to the Sault Area Middle School and High School .
MU-06	Shunk Rd. Bike Path (E. 16th Ave. – J.K. Lumsden Way)	Existing	Trail begins at 16th Ave. East and runs south to JK Lumsden Way along the east side of Shunk Road.
MU-07	Portage/Meridian Sidewalk Magazine St. – Power Canal)	Existing	A sidewalk connection along the south side of Portage Avenue to the north side of the Edison Sault Power Canal bridge.
MU-08	Portage/Meridian Bike Path (Easterday Ave. – Power Canal)	Proposed	A 10'foot wide asphalt bike path along the south side of Portage/Meridian from the south side of the Edison Sault Power Canal to Easterday Avenue. A Transportation Enhancement grant was submitted January, 2012 for construction.

Label	Name	Type	Description
MU-09	Easterday Avenue West (Meridian St. – Ryan)	Proposed	Needed to close a connection gap in facilities from Meridian Street to Ryan Avenue.
MU-10	Ashmun Bay (Ashmun Bay Trailhead – South St.)	Existing	An existing shared use/multi-use path with a surface of wood chips, used as snowmobile trail in winter. Formal property acquisition in progress. Has planned development in place.
MU-11	Soo/Strongs Trail (South St.to City Boundary)	Existing	An abandoned rail grade trail used as snowmobile trail in winter.
MU-12	Soo/Strongs Trail (South St. to W. 4th Ave.)	Existing	Proposed improvements for biking on trail section from South Street that connects to proposed on-road bike route at 4th Avenue west to Sherman Park.
MU-13	Tunnel Trail (Easterday Ave. – I-75 Businss Spur)	Existing	Trail (currently used as a snowmobile trail) runs approximately from Easterday Avenue west along 12th Street, west to 8th Avenue ROW to 11th Street west under I-75 through the existing trail tunnel into airport backlands property along existing snowmobile trail and connect with I-75 Business Spur Multi-Use Path. Some property acquisition (easements) and route planning needed for hiking/biking trails.
MU-14	Power Canal (Portage/Eureka – Johnston St.)	Proposed	Proposed trail would run along south side of Power Canal from Portage Ave. east through the Community Gardens area to Kimball Street and on to Johnson Street.
MU-15	M-129/Ashmun Street (I-75 BS – 3 Mile Rd.)	Proposed	Proposed trail would start at intersection of Ashmun/M-129 and I-75 Business Spur and continue south on M-129 to 3 Mile Road possibly using existing snowmobile route.
MU-16	Mission Reserve Bikeway (Shunk Rd. – Riverside Dr.)	Proposed	Proposed trail would start at Marquette Avenue/Shunk Road and move south east to utility line ROW and turn east to Riverside Drive. Considered at one time for a road, but ran into wetland issues.
MU-17	9th Street area (Marquette St. – 3 Mile Rd.)	Proposed	Proposed trail would start at Marquette Avenue, and move south past 15th Avenue and continue to 3 Mile Road.
MU-18	Highschool Backlands (Marquette St. – 3 Mile Rd.)	Proposed	Proposed trail would run through high school backlands property from Marquette Avenue south to 3 Mile Road, partially along existing snowmobile trail.

Label	Name	Type	Description
MU-19	Sault Tribe Health Center - Edge of Woods (Tribal Land behind Health Center to Edge of the Woods Apartment Complex)	Proposed	A proposed trail loop system behind the Tribal Health Center and eventually a connection from Sault Tribe Health Center to I-75 Business Spur/Edge of Woods/Wal-Mart using existing snowmobile trail route.
MU-20	Edge of Woods to Wal-Mart (Edge of the Woods Apartment Complex to Wal-Mart store.)	Proposed	A proposed connection from Sault Tribe Health Center to I-75 Business Spur using existing snowmobile trail.
MU-21	River of History Interpretive Walkway (Parking Structure to River of History Museum)	Proposed	A proposed 10' walkway with colored concrete and imprints of animal tracks intermittently along the way from parking structure to River of History Museum. Native planting, interpretive signage and benches to line side of pathway.
MU-22	Aune-Osborn Park Waterfront Path	Proposed	Proposed waterfront walkway (boardwalk?) from Rotary Park to campground. Would need to be consistent with Waterfront Walkway Plan.
MU-23	Riverside Drive	Proposed	Portage east from the power canal to the Ferry dock on the north side of the road would make for an ideal multi-use wide pathway. Would need to be consistent with Waterfront Walkway Plan.
MU-24	Power Canal (portion of entire route from Kimball St. – Johnston St.)	Proposed	There is not sidewalk on Hursley Street and it might be reasonable to ask for an easement through the pole yard (~ 20 ft. wide) from Cloverland Electric. It would be less costly than engineering and laying sidewalk.
MU-25	I-75 Business Spur East Side	Proposed	A sidewalk connection along the east side of I-75 but behind the businesses so as not to have as many driveway crossings. Could be used for those going to south to 3 Mile either along M-129 or Business Spur.
MU-26	Lower Coast Guard Property Park	Proposed	A little loop to water. Would need to be consistent with Waterfront Walkway Plan.
MU-27	Cloverland Electric/Old Edison Powerhouse	Proposed	A waterfront walkway with opportunities for fishing along powerhouse/canal area. Would need to be consistent with Waterfront Walkway Plan.
MU-28	Ravine St.	Existing	Ravine St. non-motorized pathway along portion of street. Gravel road surface.

Label	Name	Type	Description
MU-29	Mackinac Trail (at 3 Mile/I-75 Busines Spur Intersection or before.)	Proposed	An off road multi-use path to bring bicyclist directly to cross walk area and to provide sidewalk ramp crossing and connection at intersection. This could then be continued east along 3 Mile road along snowmobile route to Wal-Mart eventually.
MU-30	3 Mile Road (at Mackinac Trail/I-75 Business Spur Intersection – Wal-mart Store.)	Proposed	An off road multi-use/shared use path to lead cyclists safely to shopping without having to cross busy I-75 twice.

4.3 Bike Routes

Bicyclists can be found on almost every type of roadway, from rural interstates to local streets, and the majority of these roads have no special facilities designated for bicycling. Nonetheless, they are a critical part of the bicycling infrastructure and need to be maintained and operated so that bicyclists can use them safely and comfortably. Drainage grates, railroad tracks, potholes, utility covers, gravel, wet leaves, pavement joints and many other surface irregularities have a profound impact on bicyclists and can cause a fall and serious injury. Often, many roads have no need for special on-street bike facilities as long as an acceptable amount of space is provided for bicyclists and the pavement has an acceptable level of maintenance.

A **Bicycle Route** (also known as Class III bikeway) - is a network of streets and/or paths/ trails to enable direct, convenient and safe access for bicyclists. In determining a design, volumes of motorized vehicles, speeds and physical characteristics of streets are analyzed. Bike Routes are designated with signs that indicate shared use for automobiles and bicycles.

A **Bicycle Lane** (also known as Class II bikeway) is defined as a separate space designated with striping, signage or pavement markings for exclusive use by bicycles within a street or road. This facility is utilized by the commuter bicyclist but also increases the comfort level for novice bicyclists. Its width of four feet is less than a Recreational Path.

Ideally, an off-road multi-use path would make the best and possibly the safest connection for non-motorized users, however, it would be more economically feasible to pave wide shoulders along a road than to construct a new off-road path. Such is the case along Seymour Street from Marquette Avenue to 3 Mile Road where two multi-use paths (MU-17 & 18) are proposed along the east and west sides following the trails that are used in the winter for snowmobiling. These trails are located in fields with wetland areas and private ownership and would require major funding to construct. It is recommended that the road shoulders along Seymour Street be paved when this road is due for

construction to derive the same benefit. This would cost less as the base is already in place and would eliminate any disturbance to wetland areas.

Table 3 below shows the streets that have been designated or are proposed to be designated as bike routes within the city. The Bike Routes that have Bike Lanes painted are marked with an "*".

Table 3 - Bike Routes

Label	Name	Type	Description
BR-01	W. 3 Mile Road (I-75 Business Spur/Mackinac Trail Intersection – Ashmun St./M-129)	Proposed	Section of proposed route would run along 3 Mile east from Mackinac Trail to 9th St. area off-road path and from Shunk Road east to Riverside Drive. Additionally, the route would start at Cascades Crossing shopping area west to connect to W. 20th Avenue.
BR-01	E. 3 Mile Road (Ashmun St./M-129 – Riverside Dr.)	Proposed	Section of proposed route would run along 3 Mile east from Mackinac Trail to 9th St. area off-road path and from Shunk Road east to Riverside Drive. Additionally, the route would start at Cascades Crossing shopping area west to connect to W. 20th Avenue.
BR-01	W. 3 Mile Road (Baker Sider Rd./W. 20th St. – I-75 Business Spur/Radar Rd.)	Proposed	Section of proposed on road route that would start at Cascades Crossing shopping area where existing bike path ends west to connect to W. 20th Avenue/Baker Side Road.
BR-02	14th St. W. (W. 3 Mile Rd. – Easterday Ave/Oak St.)	Proposed	This route would connect residential neighborhood (Radar Road subdivision) with shopping district and continue the connection to the south/west side of the City.
BR-03	8th Ave. W. (Meridian St – Ryan)	Proposed	On-street is the only connection to get to ball fields as there are no sidewalks on this segment of road.
BR-04	Portage Ave. E./Riverside Dr.* (Bingham St. – 3 Mile Rd.)	Existing	An on-road route using Riverside Drive from Bingham Avenue south to City limits at 3 Mile Road. There are wide shoulders and signage present. Bike lanes were painted in 2010 from Sugar Is. Ferry Dock to 3 Mile Rd.
BR-05	4th Ave. W. (Oak St/Easterday Ave. – W. 24th St.)	Existing	A section of road that would connect trail from Ashmun Bay to Sherman Park.
BR-06	Portage Ave. W. (Magazine St. – Power Canal)	Existing	Route runs along Portage Avenue from Magazine to south side of power canal.

Label	Name	Type	Description
BR-07	12th Ave. W./Marquette (Meridian St. – Shunk Rd.)	Existing	Whole route travels east along 12th Ave. W. with off-road section on Marquette hill between Ashmun St. and Minneapolis, then along Marquette to Shunk Rd.
BR-08	Easterday Ave. W. (Ryan – Oak St. and Bingham – Spruce St. E.)	Existing	Route follows Easterday Avenue from Ryan St. west to Oak Street. Route on east side is from Bingham Ave. to Spruce St.
BR-09	Sherman Park Loop (24th St. W to 16th Ave. W to Oak St. to 4th Ave. back to 24th St.)	Existing	Portion of route that starts at Sherman Park and travels south along 24th Street and continues to 16th Avenue west to Oak Street to form a loop.
BR-10	20th St. W. (W. 3 Mile Rd. – 16th Ave. W.)	Proposed	This proposal is an on-road route from 16th Avenue to W. 3 Mile Road, making a connection from Baker Side Road to west side of SSM.
BR-11	Ord St.* (Spruce St. – Portage Ave.)	Existing	Spruce Street to Portage segment of route. Bike lanes were painted in 2010, 5' from curb face.
BR-11	Spruce St. E. (Johnston – Ord St.)	Existing	Route would start at Johnston Street traveling east on Spruce to Ord Street and on to Portage Ave.
BR-12	Spruce St. W. (Portage Ave. W. – Magazine St.)	Proposed	Traveling parallel with Ridge Street, this road makes a connection from the west side to downtown. Route follows Magazine St. south to Ridge St. to route bikers out of the busier section of road around War Memorial Hospital/Medical Offices, which tends to become congested during the weekdays from 8 a.m. – 5:30 p.m.
BR-13	Magazine St. (Spruce St. – Portage Ave. W.)	Proposed	A segment of proposed route to connect University with downtown area. This section connects Spruce St. W. to Ridge St. W. which is a less congested road straight into the downtown.
BR-14	Ridge St. (Portage Ave. W. – Bingham Ave.)	Proposed	A less congested segment of road than Spruce St. W. The proposed route makes the connection from the University with downtown area and east side of town.
BR-15	Ryan (Easterday Ave. – Sheridan Dr.)	Proposed	A segment of road proposed as a route to connect University with downtown area.

Label	Name	Type	Description
BR-15	Sheridan Dr. (LSSU townhouses – Fort St.)	Proposed	A short segment of this road proposed as a route to connect University with downtown area.
BR-15	Fort St. (Sheridan Dr. – Spruce St.)	Proposed	A segment of this road as a proposed route to connect University with downtown area. This road is wide and has a bridge across the canal to connect to Spruce St. W. and/or Ridge St.
BR-16	Bingham St. (Portage Ave. – 8th Ave. E.)	Proposed	A proposed on-road bike route from downtown to residential neighborhood and to schools.
BR-17	Minneapolis St. (Marquette St. – Easterday Ave. E.)	Proposed	Already used by students walking or biking to and from schools.
BR-18	Shunk Road (Marquette St. – 3 Mile Rd.)	Proposed	A proposed bike route using Shunk Road to make the connection to 3 Mile Road.
BR-19	U.S. Bicycle Route 35 (US BR 35) (Mackinac Trail – International Bridge using bike path)	Proposed	On May 21, 2012 Adventure Cycling and the American Association of State Highway and Transportation Officials (AASHTO) announced the approval of two new U.S. Bike Routes (USBR) including US BR 35 through Michigan. The U.S. Bicycle Route System is a national network of regionally and nationally significant bicycling routes spanning multiple states. USBR 35 in Michigan, is a designated bicycle route that runs from Indiana all the way to Sault Ste. Marie, Canada. Through the EUP region, the route runs from St. Ignace to Sault Ste. Marie. For more information see: http://www.adventurecycling.org/routes/nbrn/usbikewaysystem.cfm
BR-20	Ryan (Easterday Ave. – 12th Ave.)	Proposed	This on-road route would make the connection from the bike path on 12th to the University area and the back way to downtown.
BR-21	Dawson St. (Ashmun St. – Johnston St.)	Proposed	A one-way road that would make a direct connection to downtown from Johnston St. if re-designated One-Way Except for Bicycles.
BR-22	10th St. E. (Marquette Ave. – behind Kewadin Casino – Shunk)	Proposed	Good potential for a multi-use pathway that would connect the casino to the sidewalks on Marquette. It is used as a back entrance for snowmobiles in the winter months.

Label	Name	Type	Description
BR-23	Peck St.-Easterday Ave. (Fort St – Eureka/Meridian)	Proposed	On street route from Fort Street west using Peck St. to Portage Ave. (formerly Meridian/ Eureka) to Easterday Ave. It would tie into the proposed Multi-Use Path on Portage Ave. (formerly Meridian/Eureka).
BR-24	Spruce St. E.* (Ord St. – Shunk Rd.)	Existing	Bicycle route that was painted with bike lanes in 2010. It makes the connection from downtown to tribal area.
BR-25	Shunk Road* (Spruce St. – Marquette Ave.)	Existing	Bicycle route that was painted with bike lanes in 2010. It makes the connection from downtown to tribal area.
BR-26	Newton Street (Ashmun St. – Minneapolis)	Proposed	A proposal to use Newton Street to make a connection from Bingham to Minneapolis.
BR-27	Seymour St. (Spruce St. to 3 Mile Rd.)	Proposed	A proposed bike route using Seymour Street to make an on-road connection on the west side of town from 3 Mile Rd. to the downtown area, passing by the Sault Area Schools driveway.

4.4 Trail Facilities

Trails and greenways are community-based projects, and every project needs broad community support to be a success. Table 4 lists the existing and proposed trails that were identified in the planning process.

Table 4 – Trails and Theme Trails

Label	Name	Type	Description
T-01	John Street	Existing	An undeveloped road ROW that is currently a foot path connection approximately 1/2 block, up a slight hill which connects John Street.
T-02	The Historic Church Pathway	Existing	This theme trail is marked along the sidewalks with painted snowshoes that leads to five historic downtown churches, all of which are open to visitors during the tourist season.

Label	Name	Type	Description
T-03	Downtown Lunch Loop	Existing	Recently developed in 2011, the lunch loop is approximately a one-mile route developed for those in the downtown area who would like to get out and walk on their lunch hour. Route path is along the sidewalk starting at the corner of Spruce St. and Ashmun to Pine St. continues to Peck St. and back along Ashmun St. to Spruce. Markers are placed every 10th of a mile. A very nice walkable loop for those who live and work in the downtown area. It also passes by the Hospital and Senior Apartment Complex and is handicap accessible.
T-04	The Historic Walkway/Historic Water Street	Existing	A pedestrian theme trail extending along the Sault waterfront for approximately one mile. The trail winds through the Locks Park, Fort Brady, the Historic Home complex and the "Valley Camp", and passes many of the historic buildings and sites in the community. It has become one of the important tourist linkage of the Sault and will be incorporated into the Waterfront Walkway.
T-05	Lynn Trail	Existing	A crushed dolomite trail in the Sault Seal Recreation Area. It is used by Sault Area High School for cross country track meets and is open to the public. A disk golf course is laid out along the trail which is used year-round. It is also used as cross country ski/snowshoe trail in winter months, although it has some steep hills and is hard to keep groomed for skiing due to other users walking on the trail.
T-06	Ashmun Creek Interpretive Nature Trail	Existing	This natural area near city airport is used as snowmobile trail/ATV trail connection to rail grade. An interpretive nature trail was created, signed and is managed by LSSU departments/students. Additional loops of trail are being considered to expand the trail. A mountain bike trail has also been proposed for this area.
T-07	Ashmun Creek Mountain Bike Trail	Proposed	LSSU students have proposed to create a mountain bike trail within the Ashmun Creek area.

Label	Name	Type	Description
T-08	Algonquin Ski Trail	Existing	This major state DNR land holding contains several miles of trails used as cross-country ski/snowshoe trails in winter and hiking/biking trails remainder of year. A portion of the trail is lighted. When the local DNR office announced they would not groom due to lack of funds in 2008, a local fund raising effort began by Dr. P. Ranta. The Sault Area Chamber of Commerce agreed to act as fiduciary agent of this fund. An annual ski event has been held since then to continue to raise funds for grooming.
T-09	Big Bear Nature Trail	Existing	A recently developed 1.6 mile snowshoe/hiking trail loop through the woods at the Big Bear Sports Complex.
T-10	High School Backlands Nature Trail	Existing	A large area to the south of Sault Area High School is mainly undeveloped and holds great potential for future recreational development.
T-11	Ashmun Bay Park	Proposed	A significant land parcel located in close proximity to the downtown. A master plan was developed in 2004. Phases 1 and 2 include property acquisition for trail development and at the entrance the placement of the historic Fort Street Bridge structure as part of the trail system within the park.
T-12	Lower River Islands	Proposed	A group of three islands totaling 62.5 acres which has a master development plan completed in 1996. A pedestrian bridge would connect Rotary Park to first island, Steere Island, and watercraft access to other two islands. Steere Island will be the most developed with paved trails, fishing and observation platforms, and use of an existing structure as an information center planned. The second smaller island will be left pretty much as is. The third island, the largest of the three, will include a rustic campground facility, nature trails and fishing opportunities.
T-13	The Waterfront Walkway	Proposed	A master plan has been developed for this integrated waterfront walkway that would incorporated existing parklands and the historic walkway into a connected walkway. The master plan details site specific improvements along the route.

Label	Name	Type	Description
T-14	Big Bear to Portage Ave.	Proposed	Proposed foot path through woods that would connect Big Bear area to utility line going west to Riverside Dr./Rotary Park. Big Bear as the trailhead/parking area.
T-15	Superior St.	Existing	Foot trail along a Street ROW, where Superior Street ends. Path connects Superior Street to Marquette, leading to the sidewalk connection to Sault Area High School and Middle School.
T-16	Athletic Field - 10th St. E.	Proposed	Grassy trail through a wooded area used as a snowmobile route in the winter. The trail is walkable, but has wet areas. Trailhead is the Athletic Field on Newton/Seymour or 5th St/Seymour and connects to Marquette Avenue at 10th St. E. A utility line runs through to 8th St. E., but would need to be developed more to be walkable.
T-17	Mission Creek Loop	Existing	From the public input a comment was "This trail is already there". It is a snowmobile trail that starts at end of Marquette Ave. that was at one time consider for a road but wetland issues arose (aka MU-16).
T-18	Project Playground	Proposed	From the public input a comment was "In the woods behind Project Playground use to be a trail. Can we bring the trail back, as an Eagle scout project but for bikes that will then connect to the I-500 for real fun...(only kidding about the bikes on the track). "

4.5 Snowmobile Trails

The City is connected to the vast Eastern Upper Peninsula snowmobile trail system (shown in red on map) by the Sault-Brimley trail along the abandoned rail grade. The City continues to explore ways to connect this trail to the City's business and hotel district. A multi-purpose trail tunnel under I-75 was constructed in 2003. The snowmobile trails are seasonal and offer some potential opportunities for development and use during summer months. Where these trails cross private property, special easement agreements with the property owners are needed.

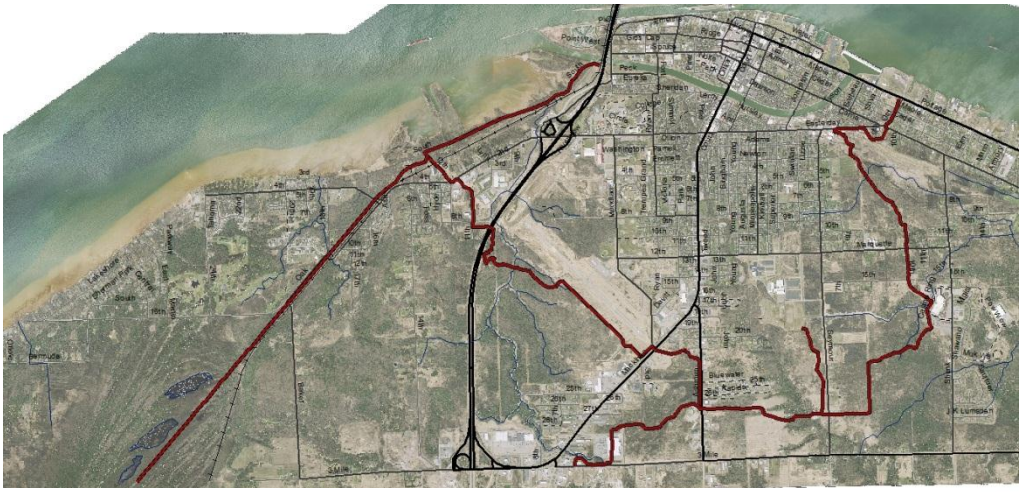


Figure 9 - Snowmobile Trails

4.6 Trailhead Locations

A **trailhead** is the point at which a trail begins, where the trail is often intended for hiking, biking, horseback riding, or off-road vehicles. Modern trailheads often contain rest rooms, maps, sign posts and distribution centers for informational brochures about the trail and its features, and parking areas for vehicles and trailers. Table 5 lists the existing and proposed trailhead areas within the City.

Table 5 - Trailhead Locations

Label	Name	Type	Description
TH-01	All Trailheads	Proposed	Would like to see similar trailhead (Themed) gateways, kiosks, etc. to match the City's overall theme.
TH-02	Lynn Trail	Existing	The Sault Seal Recreation Area provides plenty of parking. During the winter a warming house provides restrooms and food concession. There is signage at the trailhead. A path connection in back of Sault Area High School ties into the trail.

Label	Name	Type	Description
TH-03	Ashmun Creek Interpretive Nature Trail	Existing	No amenities, but parking is available at end of road in Industrial Park. It is not really well known. Possible parking at old Ramada Inn (on Business Spur) in the back, but there are no amenities and may have to get property owner permission.
TH-04	Ashmun Creek Mountain Bike Trail	Proposed	Parking is available at end of road in Industrial Park. It is not really well known. Possible parking at old Ramada Inn (on Business Spur) in the back, but there are no amenities in either location and may have to get property owner permission.
TH-05	Big Bear Nature Trail	Existing	Plenty of parking at the Big Bear arena with restrooms available when open. Signage for trail in place. A playground is next to trailhead.
TH-06	High School Backlands Nature Trail	Existing	Plenty of parking available at Sault Area Schools.
TH-07	Ashmun Bay Park	Existing	Plenty of parking available by boat launch area. No designated parking near trail entrance although it is a grassy area that many use to park on. No signage. A pit toilet is available at boat launch.
TH-08	Lower River Islands	Proposed	Parking, restrooms and trash receptacles available at Rotary Park.
TH-09	MDOT Welcome Center (US BR 35)	Proposed	Proposed as a new trailhead facility for the U.S. Bicycle Route 35 instead of Project Playground. There is plenty of parking, picnic area and the Welcome Center has indoor restrooms and information.
TH-10	Project Playground	Proposed	Great spot at Project Playground for a trailhead for the non-motorized pathway that goes along Meridian to Davitt and out to the Business Spur, available parking. This location has been designated as the trailhead for US BR 35, but needs more amenities.

Label	Name	Type	Description
TH-11	Algonquin Ski Trail	Existing	Large parking area for trail that is open and plowed in winter. Spring, Summer and Fall a gate is closed to block the large lot leaving only about 5 spaces to park on outside of gate. Amenities include a pit toilet and informational kiosk, with benches and lighting on 2 mile loop section.
TH-12	Cascade Crossing Parking Lot	Proposed	Plenty of parking available at Tractor Supply Store. Trail would connect to Ashmun Creek trail system. Would need signage and owner permission.
TH-13	Aune-Osborn Park	Proposed	Trailhead could be developed for a waterfront walkway around the park to Rotary Park.
TH-14	US BR 35 Gateway/Way finding	Proposed	Welcoming Gateway and informational kiosk in City's downtown theme, with bike map showing map of City's Bike Network as well as Brochures for taking. Way finding information to Project Playground trailhead or to service places within City (store, hotel, bike shop) with distances.
TH-15	Van Citters Athletic Field	Proposed	Plenty of parking available at Athletic Field. No amenities.

4.7 Bike Parking Facilities Location

The availability of safe and convenient parking is as critical to bicyclists as it is for motorists and yet it is frequently overlooked in the design and operation of shops, offices, schools, and other buildings.

Table 6 lists community businesses/agencies where bike racks are located or wanted based on the community input session.

Table 6 - Bike Parking Locations

Label	Name	Type	Description
BP-01	City-wide Parking Lots/Property/Parks	Proposed	Would like to see City develop a policy to place bike racks in each City parking lot, park and/or property. In 2012, the SsMART group began working with Sault High Welding class to have metal bike racks made by the students. The bike racks will be in the shape of a bike with a freighter motif and the words "Bike Rack" cut out of the wheel and painted in the same blue color theme as in the downtown area. The rack will hold 4 bikes. Money to purchase 6 racks was raised through the Blue Cross/Blue Shield Let's Get Moving Challenge in 2010 and 2011. The City is trying to earn more money in the 2012 BC/BS LGM Challenge that may be used towards more bike racks.
BP-02	Bayliss Library	Bike Rack	Chosen for a new bike rack through BHC/SAH BC/BS LGM Community Challenge funds.
BP-03	Burger King	Bike Rack	Bike Rack
BP-04	Citizens Bank	Bike Rack	Bike Rack
BP-05	Community Action Agency	Bike Rack	Bike Rack under cover of roof.
BP-06	Kewadin Casino	Bike Rack	Bike Rack
BP-07	Parking Deck	Bike Locker	Lockable covered facility for 1 bike.
BP-08	Sault Area Middle School	Bike Rack	Bike Rack
BP-09	Saulteur Dr.	Bike Rack	Bike Rack
BP-10	Super Valu	Bike Rack	Bike Rack

Label	Name	Type	Description
BP-11	Soo Tribe Health Center	Bike Rack	Bike Rack
BP-12	LSSU - Across Campus	Bike Rack	Bike Rack
BP-13	Harvey Marina	Proposed	A need for a bike rack at Harvey Marina has been suggested at the public input session.
BP-14	Sault Tribe Culture Center	Proposed	The Culture Center located down the road from the Big Bear Recreation Center is a proposed location for a bike rack.
BP-15	Chi Mukwa Community Recreation Center	Proposed	Chi Mukwa (aka Big Bear) Recreation Center is a location that has been proposed to need bike racks.
BP-16	Karls Cuisine/PutPut Golf Course	Existing	Bike Rack
BP-17	Soo Locks Park	Proposed	Bike Rack/Parking needed for heavy tourist congested area in Waterfront District.
BP-18	Farmer's Market Corner	Proposed	Bike rack needed at Farmer's Market area.
BP-19	City Hall	Proposed	Money earned through the Blue Cross/Blue Shield Community Fitness Challenge will buy 2 bike racks for City Hall. The new bike racks will be made by the Sault High Welding Class in the shape of bicycles with a freighter motif and the words "Bike Rack" cut out of the wheel. The racks will be painted to match the City's downtown color theme.
BP-20	War Memorial Hospital	Existing	Hospital purchased 2 new bike racks in 2012.
BP-21	Rite Aid Pharmacy	Existing	Small rack at front of store.
BP-22	Heritage Building	Proposed	A bike rack is desired at the Heritage Building by the Hospital.

This list may not include all places within the city that have bike parking. It is recommended that a complete inventory be taken and maintained in the GIS system. Establishing a bike parking ordinance will give the City better regulation over placement and types of bike racks allowed. Creating a program for bike rack purchase will provide the opportunity for individuals or businesses to buy the

special bike racks designed to tie into the City's overall design theme. Using the high school welding class students to build the racks will provide personal satisfaction to those students and their families providing a greater sense of community.

4.8 Crosswalk Facilities

The street crossing experience comes down to the behavior of the pedestrian and the motorist as well as the design of the intersection or crossing. The behavior of motorists (whether, and how, they stop for a pedestrian) is influenced by a variety of factors, including the speed at which they are traveling. A motorist traveling at a slower rate of speed has more time to see, react, and stop for a pedestrian than someone who is going fast. The number of pedestrians walking may also influence the motorist—in general, more people walking raises motorist awareness of the likelihood of a pedestrian crossing the street. Table 6 lists areas that need crosswalks or were identified for crosswalk improvements in the public input sessions.

Table 6 – Crosswalk Facilities Existing or Needing Improvement

Label	Name	Type	Description
CW-01	Overhead - Parking Deck/Hospital/MOB	Existing	Currently under construction (March, 2012), but should be completed in 2012 - overhead, enclosed connection from Parking Deck to War Memorial Hospital and Medical Office Building.
CW-02	I-75 BS at M-129/Ashmun Intersection	Proposed	Dangerous intersection on a wide busy road.
CW-03	I-75 BS at Meridian	Existing	Crosswalk on north side at stoplight - paint wears off easily. Snowmobile crossing in winter.
CW-04	I-75 BS at Holiday Gas Station	Proposed	Identified as an area that really needs a safer crosswalk. Hotels patrons crossing to shopping/eating area.
CW-05	I-75 BS at Wal-Mart Entrance	Proposed	Identified as an area that really needs a safer crosswalk. Paint wears off easily.
CW-06	I-75 BS at Mackinac Trail	Proposed	Identified as an area that really needs a safer crosswalk. Access ramp needs to be repositioned.
CW-07	I-75 BS at Cascade Crossings Entrance	Proposed	Identified as an area that really needs a safer crosswalk. Hotels patrons crossing to shopping/eating area.

Label	Name	Type	Description
CW-08	Riverside Drive at Mission Street	Proposed	Identified as an area that needs a safer crosswalk. Patrons/families at campground to party store on other side.
CW-09	Marquette St. - Shunk Rd.	Proposed	Cross walk ramps do not connect to the new sidewalks on Shunk (north to Spruce).
CW-10	Marquette St. @ Bahweting School	Proposed	Identified as an area that really needs a safer crosswalk.
CW-11	Marquette St. @ Seymour	Proposed	Identified as an area that really needs a safer crosswalk.
CW-12	Seymour/Marquette	Proposed	Identified as an area that really needs a safer crosswalk.
CW-13	Marquette St. @ Superior St. Trail	Proposed	Identified as an area that really needs a safer crosswalk.
CW-14	Marquette @ Ashmun	Proposed	Identified as an unsafe crosswalk due to not enough time to cross and left turn traffic. Need safer crossings on both roads/both sides.
CW-15	Sault Tribe Child Care	Proposed	Identified as an area that needs safer crosswalk on Walkability Audit with D. Burden.
CW-16	2-mid block crossing - Casino area	Proposed	Identified as an area that needs safer crosswalk on Walkability Audit with D. Burden.
CW-17	Ashmun/Easterday	Proposed	Need pedestrian crossings on both sides of both roads.
CW-18	Meridian@Easterday	Proposed	Identified as an area that needs a safer crosswalk, by Washington School SR2S Committee.
CW-19	Meridian@Dillon St.	Proposed	Identified as an area that needs a safer crosswalk, by Washington School SR2S Committee.
CW-20	Ryan @ 4th St.	Proposed	Identified as an area that needs a safer crosswalk, by Washington School SR2S Committee.
CW-21	4th @ Ryan St.	Proposed	Identified as an area that needs a safer crosswalk, by Washington School SR2S Committee.

Label	Name	Type	Description
CW-22	8th @ Ryan St.	Proposed	Identified as an area that needs a safer crosswalk, by Washington School SR2S Committee.
CW-23	Ryan @ 8th St.	Proposed	Identified as an area that needs a safer crosswalk, by Washington School SR2S Committee.
CW-24	Meridian @ 8th	Proposed	Identified as an area that needs a safer crosswalk, by Washington School SR2S Committee.
CW-25	Meridian @ Project Playground	Proposed	Identified as an area that needs a safer crosswalk, by Washington School SR2S Committee.
CW-26	Spruce St. @ WMH	Proposed	Identified as an area that needs further review for safer access to Hospital.

4.9 Areas of Concern

Areas of concern that were identified and commented on throughout the planning process are listed below in Table 7.

Table 7 - Areas of Concern

Label	Name	Type	Description
AOC-01	Oaka St. (at Spruce St. Intersection)	Existing	Blind spot for cars/pedestrians due to Avery Square Building.
AOC-02	I-75 Business Spur (along entire length of segment from Ashmun/M-129 Intersection to Cascades Crossings)	Existing	1. Business spur is unsafe for walkers in winter. Folks walk in street. Is this stupid? Yes, but they will do it anyway unless sidewalks are made and plowed! 2. Need more lighting on spur and more stops to slow traffic. 3. Biking on the business spur is dangerous with all the entries to the businesses. Can we do what happened in Munising with a Road diet to 3 lanes and bike lanes?
AOC-03	Ashmun St. sidewalk (between Sheridan Dr. and Easterday Ave.)	Existing	Sidewalks here are in deplorable condition between Easterday and Sheridan (on Ashmun).

Label	Name	Type	Description
AOC-04	W. 20th St. Hill	Existing	Road is too narrow on hill - dangerous for bikers/equestrian/pedestrian. Need to widen or create separate path around as this makes a great connection to the rail grade.
AOC-05	Tunnel Trail	Existing	Area identified as needing improvements at either end of tunnel.
AOC-06	LSSU – Downtown Route	Proposed	Need a safe way to connect the University to the Downtown District.
AOC-07	3 Mile Overpass	Proposed	3 Mile overpass needs to be improved/widened, etc. to facilitate non-motorized movements across the Interstate, two large residential areas lie to the west (Radar base and 14th Ave.).
AOC-08	Easterday Avenue at LSSU	Proposed	High pedestrian, high traffic street.
AOC-09	Easterday Ave. W./Oak St.	Existing	Road surface condition very poor. Sidewalk/path falling apart/rough areas.

Maps of the existing and proposed facilities can be found in Appendix D – Facility Maps.

Chapter 5 – Goals, Objectives, Strategies

The goals provide a vision of what the plan aims to achieve and the objectives provide direction to accomplish the goals and a means to assess progress towards the goals.

The following sections address goals through administrative and legislative means, by setting maintenance standards, and through strategies for building infrastructure and capacity.

5.1 Administrative

In addition to a well-planned non-motorized transportation network, the City of Sault Ste. Marie can benefit from the adoption of ordinances and policies that promote safe, convenient and comfortable walking or biking for a wide range of people. The adoption and administration of local bicycle and pedestrian friendly ordinances and policies will help to encourage community members to walk and bike more often and feel safer while doing so, as well as improve driver awareness of their presence.

Goal: Develop and implement policies and programs to accommodate non-motorized travel.

Objective 1: Establish a committee or use Non-Motorized Task Force Committee to review and make recommendations for future changes or additions to policy, ordinances or zoning codes.

Objective 2: Committee review of language of all existing ordinances/policies that pertain to pedestrian or other non-motorized transportation modes. Modify existing or create new policies and ordinances as recommended by committee for better avenues of enforcement.

Objective 3: Develop and map priority routes for winter snow removal from City sidewalk rights of way in coordination with street plowing.

Objective 4: Establish city programs such as "Adopt a Sidewalk"/"Bicycle Share". Establish a set of procedures for City staff/departments to work with local community members, groups, and to recruit volunteers.

Objective 5: Create a webpage featuring information on non-motorized facilities, programs, and how to get involved in volunteer programs.

5.2 Connectivity

There is no such thing as a typical pedestrian or bicyclist. An individual's preference of bicycling or walking route will vary depending on type and purpose of the trip. Their daily commute will likely favor directness over a scenic route (but not always). An evening or weekend walk or run for exercise or recreation will be based on a different set of criteria. That type of trip may favor local roads and trails through parks. Individuals also vary greatly in their tolerance to traffic, hills, weather and other

numerous factors. A novice or child biker will most likely prefer residential roads while a more experienced biker may not mind a busy road if it is a direct route.

There should be a spectrum of bicycle facilities available that give the user a choice to choose the route they feel most comfortable with. Off-road trails, neighborhood connector routes, sidewalks, roadside pathways or bike lanes are some of the most common facilities that make up the network. Developing connecting routes and paths throughout the City will benefit all non-motorized users.

Goal: Develop a network of sidewalks, on-road and off-road bike lanes and non-motorized multi-use pathways that will link people to important destinations and places within the city.

Objective 1: Inventory entire non-motorized transportation network including major residential areas and other major non-motorized travel generators, enter into GIS system, and keep updated for annual review and analysis.

Objective2: Support maintenance and improvements, and where appropriate expansion of existing non-motorized facilities to close gaps in connections.

Objective 3: Coordinate with local groups/schools for fund raising/grant applications to accomplish actions to achieve goal.

Objective 4: Identify gap connections (where foot trails exists) and provide sidewalk or multi-use path connections to complete those gaps.

Objective 5: Promote regional and local corridors that will connect other communities to points of interest within the City.

5.3 Safety

The threat of being injured or killed while bicycling is a serious concern for many individuals and sometimes a very real problem that communities must face. Risk based on exposure varies by time of day (with night-time being more risky), experience of rider, location of riding, alcohol use, and many other factors.

Goal: To provide non-motorized facilities and programs to support safe travel within Sault Ste. Marie and connections to other communities whether for work, social, education, or recreation.

Objective 1: Identify and develop safe crosswalks at busy intersections. Use more street markings, delayed/timed signals or overhead information banners/crosswalks.

Objective 2: Continue to support community bike rodeo – bike safety courses with helmet and reflective stickers or clothing giveaways. Teach important traffic laws for bicyclists and pedestrians in driver's education programs and bike safety courses. Explain different crashes—typical scenarios and crash types, and how to steer clear of them. Emphasize the importance of wearing a helmet.

Objective 3: Provide uniform signage or markings along identified routes that will make drivers more aware of sharing the road and keep bicyclists riding the right direction.

Objective 4: Identify facility issues and develop and implement maintenance and improvement programs - intersections that need ramp accessibility, replacement of cracked/heaved sidewalk segments, weeding or edging, sweeping and removal of debris.

Objective 5: Provide information pamphlet on safety tips and rules of the road that can be handed out at Secretary of State's Office and elsewhere.

Objective 6: Develop a brochure/pamphlet with bike network and amenities as well as educational information. Develop a procedure and webpage for communicating dangerous facility issues to city staff.

Objective 7: Continue to support Sault Access Group in conducting accessibility audits throughout the City.

Objective 8: Develop and implement an education and outreach campaign to promote pedestrian and bicycle safety.

5.4 Economics

Non-motorized transport can provide various types of benefit and costs. These include the direct user benefit that results from improved walking and cycling conditions, as well as various benefits to society on a whole from improved walking and cycling activity, less automobile traffic, and from more compact, mixed-use land-use development patterns that support, and are supported by, non-motorized modes. Since physically and economically disadvantaged people often depend on walking and cycling, improving these modes tends to increase social equity and economic opportunity. As the City continues to improve and build its non-motorized assets the economic value of the City on the whole increases through higher property values, and image of the City as a more bikeable community and great place to visit.

Goal: To maintain, improve and expand non-motorized facility assets as economically feasible as possible and to develop materials to promote the non-motorized network.

Objective 1: Incorporate planning for non-motorized facilities in conjunction with street construction projects. Engineering Department should review non-motorized transportation plan for recommendations that can be incorporated into the 5 Year Transportation Improvement Program.

Objective 2: Research State, federal and private funding opportunities, and be prepared to provide financial and community support when applying for such funding.

Objective 3: Improve portions of sidewalk segments identified in extremely poor condition each year when economically feasible. Develop a strategy for transitioning curbs to ADA accessible standards where they are not.

Objective 4: Use community service workers/prison workers to clean, weed/edge, snow shovel and general sidewalk improvements and/or construction. Start "Adopt-a-Sidewalk" program. Develop volunteer program and recruit volunteers from youth groups, university students, civic clubs (boy scouts, girl scouts) etc.

Objective 5: Set up a funding mechanism such as an endowment fund or trust fund specific to non-motorized transportation facility improvement and maintenance. Develop maintenance procedures and agreements with community volunteers, schools, trail users, friends of the trails group, etc…to assess and keep local trails maintained and in good condition.

Objective 6: Work closely with local University GIS, Natural Resources and other departments or students for assessments, data collection, and new trail design, or building of bike racks.

Objective 7: Develop a web-page, brochure/pamphlet for promotional campaigns.

5.5 Community

Goal: Institute changes that lead to a bicycle and pedestrian friendly community.

Objective 1: Develop partnerships with advocacy groups, groups or agencies with similar goals to work together in achieving goals.

Objective 2: Provide more bike parking and a range of bike parking opportunities (covered, secure, etc.) Identify areas for bike parking. Establish bike parking location information on web site and in City map/promotional brochure.

Objective 3: Develop perimeter parking/staging areas so commuters can park and peddle or walk the "last mile".

Objective 4: Establish a bike share program. Research bike share programs in other communities and adopt a similar program.

Objective 5: Establish annual events geared toward non-motorized transportation and engage community volunteers to participate in activities needed to organize, run events, maintain or improve facilities.

Objective 6: Establish areas for and provide way-finding signage with distances to locations throughout the City for users and visitors. Have signage that represents the City's theme. Lead visitors to downtown, shopping, restaurants, cultural, waterfront and recreational areas.

Chapter 6 – Implementation

"Moving a pedestrian or bicycle improvement project forward can be a challenging and complex endeavor. Often this is due to the number of different ways a project can be implemented.

The most difficult part of getting a project moving is knowing where to start. Because every community may have different priorities as well as physical, fiscal and political considerations, the important thing is to just start somewhere."[12]

6.1 Bicyclist Types

In general, bicyclists can be broken down into the following types:

Cyclists	% of total	Characteristics	Prefers
Type A Advanced	5%	• Can operate under most traffic conditions • Majority of users on collector or arterials	• Direct access to destinations using existing streets and highways • Operating at maximum speed with minimum delays • Sufficient operating space on the roadway or shoulder to reduce the need for either the bicyclist or the motor vehicle operator to change position when passing.
Type B Basic	95%	• Casual or new adult and teenage riders • Generally less confident of their ability to operate in traffic	• Comfortable access to destinations, preferably by a direct route, using either low-speed, low traffic-volume streets or designated bicycle facilities • Well-defined separation of bicycles and motor vehicles on arterial and collector streets (bike lanes or shoulders) or separate bike paths
Type C Children		• Pre-teen riders whose roadway use is initially monitored by parents • Eventually accorded independent access to the system	

[12] Bruce Burgess, Strategies for Implementing Pedestrian and Bicycle Plans and Projects

6.2 Best Design Practices

Cyclists	General Best Practice
Type A	Design all roadways to accommodate shared use by bicycles and motor vehicles: • Establishing and enforcing speed limits to minimize speed differentials between bicycles and motor vehicles on neighborhood streets and/or by implementing traffic-calming strategies. • Providing wide outside lanes on collector and arterial streets built with an "urban section" (i.e., with curb and gutter). • Providing usable shoulders on highways built with a "rural section" (i.e., no curb and gutter).
Type B and C	Design a network of neighborhood streets and designated bicycle facilities: • Ensuring neighborhood streets have low speed limits through effective speed enforcement or controls and/or by implementing "traffic calming" strategies. • Providing a network of designated bicycle facilities (e.g., bike lanes, separate bike paths, or sidestreet bicycle routes) through the key travel corridors typically served by arterial and collector streets. • Providing usable roadway shoulders on rural highways.

Bike lanes indicate a preferential or exclusive space for bicycle travel along an arterial street. Bike lanes have been found to provide more consistent separation between bicyclists and passing motorists. Marking bicycle lanes can also benefit pedestrians—as turning motorist slow and yield more to bicyclists, they will also be doing so for pedestrians.

Roadway narrowing can be achieved in several different ways:

- Lane widths can be reduced (10 or 11 feet) and excess asphalt striped with a bicycle lane or shoulder.
- Travel lanes can be removed.
- On-street parking lanes can be added.
- Curbs can be moved to narrow the cross section and extend the width of sidewalks and landscape areas.

This can reduce vehicle speeds along a roadway section and enhance movement and safety for pedestrians. Bicycle travel will also be enhanced and bicyclist safety improved when bicycle lanes are added.

Road Diet on some roads that have more travel lanes than necessary and are difficult to cross because of their width. Reducing the number of lanes on a multi-lane roadway can reduce crossing distances for pedestrians and may slow vehicle speeds. A traffic analysis should be done to determine whether the number of lanes on a roadway (many of which were built without such an analysis) is appropriate.

Medians are raised barriers in the center portion of the street or roadway that can serve as a landing place for pedestrians who cross a street midblock or at an intersection location. They may provide space for trees and other landscaping.

Roundabouts are circular intersections. Traffic maneuvers around the circle in a counterclockwise direction, and then turns right onto the desired street. All traffic yields to vehicles in the roundabout and left-turn movements are eliminated. Unlike a signalized intersection, vehicles generally flow and merge through the roundabout from each approaching street without having to stop.

Roundabouts reduce the number of potential conflict points, compared with traditional intersections. Experience has demonstrated that vehicular crashes are significantly reduced when low-speed, single lane roundabouts replace four-way intersections. Proper planning is essential to incorporate pedestrian and bicycle travelers. Properly designed roundabouts include sufficient deflection to ensure low speeds, and splitter islands at the approaches slow vehicles and allow pedestrians to cross one direction of travel at a time.

Sidewalks and walkways are "pedestrian lanes" that provide people with space to travel within the public right-of-way that is separated from roadway vehicles. They also provide places for children to walk, run, skate, ride bikes, and play. Sidewalks are associated with significant reductions in pedestrian collisions with motor vehicles. Both FHWA and the Institute of Transportation Engineers (ITE) recommend a minimum width of 5 feet for a sidewalk or walkway, which allows two people to pass comfortably or to walk side-by-side. Wider sidewalks should be installed near schools, at transit stops, in downtown areas, or anywhere high concentrations of pedestrians exist. Sidewalks should be continuous along both sides of a street and sidewalks should be fully accessible to all pedestrians, including those in wheelchairs.

A buffer zone of 4 to 6 feet is desirable and should be provided to separate pedestrians from the street. The buffer zone will vary according to the street type. In downtown or commercial districts, a street furniture zone is usually appropriate. Parked cars and/or bicycle lanes can provide an acceptable buffer zone. In more suburban or rural areas, a landscape strip is generally most suitable.

Well-designed walking environments are enhanced by urban design elements and street furniture, such as benches, bus shelters, trash receptacles, and water fountains.

Curb ramps provide access between the sidewalk and roadway for people using wheelchairs, strollers, walkers, crutches, handcarts, bicycles, and also for pedestrians with mobility impairments who have trouble stepping up and down high curbs. Curb ramps must be installed at all intersections and midblock locations where pedestrian crossings exist, as mandated by federal legislation (1973 Rehabilitation Act and 1990 Americans with Disabilities Act).

Crosswalks serve to highlight the right-of-way where motorists can expect pedestrians to cross and designate a stopping or yielding location. Crosswalks indicate optimal or preferred locations for pedestrians to cross. Some States require motorists to come to a stop at such locations, others, such as Michigan, require that the motorist yield. The Michigan Motor Vehicle Code (MMVC) Section 257.612(ii) states "The vehicular traffic shall yield the right of way to pedestrians and bicyclists lawfully within an adjacent crosswalk and to other traffic lawfully using the intersection." Various crosswalk marking patterns are given in the Manual of Uniform Traffic Codes Devices(MUTCD); however, the "international" (also known as "ladder" or "zebra") markings are strongly preferred, particularly at uncontrolled locations, because they are far more visible, which is particularly important at night or in low light conditions (e.g., rain).

6.3 Complete Streets

In order to truly complete our streets, they need to be planned and designed appropriately, using the following guidelines[13].

Rule One: Think of Streets as Public Spaces

Streets and parking can take up as much as a third of a community's land, and designing them for vehicular use, at the most congested hour of the day, as has often been the case over the past seventy year or so has significant ramifications for the livability and economics of a community.

The road, the parking lot, the transit terminal — these places can serve more than one mode (cars) and more than one purpose (movement). Sidewalks are the urban arterials of cities. Make them wide, well lit, stylish, and accommodating. Give them benches, outdoor cafés, and public art. Roads can be shared spaces, with pedestrian refuges, bike lanes, and on-street parking. Parking lots can become public markets on weekends. Even major urban arterials can be designed to provide for dedicated bus lanes, well-designed bus stops that serve as gathering places, and multimodal facilities for bus rapid transit or other forms of travel.

Rule Two: Plan for Community Outcomes

Communities need to first envision what kinds of places and interactions they want to support, then plan a transportation system consistent with this collective community vision. Transportation is a means for accomplishing important goals — like economic productivity and social engagement — not an end in itself.

Great transportation facilities truly improve the public realm. They add value to adjacent properties and to the community as a whole. Streets that fit community contexts help increase developable land, create open space, and reconnect communities to their neighbors, a waterfront, or a park. They can reduce household dependency on the automobile, allowing children to walk to school, and helping build healthier lifestyles by increasing the potential to walk or cycle.

[13] http://www.pps.org/blog/are-complete-streets-incomplete/, Toth, Gary, November 17, 2011

Rule Three: Design for Appropriate Speeds

Streets need to be designed in a way that induces traffic speeds appropriate for that particular context. Whereas freeways should accommodate regional mobility, speeds on other roads need to reflect that these are places for people, not just conduits for cars. Desired speeds can be attained with a number of design tools, including changes in roadway widths and intersection design. Place making can also be a strategy for controlling speeds. Minimal building setbacks, trees, and sidewalks with lots of activity can affect the speed at which motorists comfortably drive.

Excessive speed can destroy the sense of place. Cities and town centers are destinations, not raceways, and commerce needs traffic — foot traffic. Access should be the priority in city centers.

Complete streets policies support these three rules. More importantly, they open the door for new ways of thinking about how the transportation profession should approach streets. But communities should not expect transportation planners and engineers alone to carry the load of creating great places. Community leaders, advocacy groups, the general public, and transportation professionals all need to collaborate to help build streets that are places.

6.4 Maintenance Plans

It is not enough to simply build facilities for non-motorized travel. A non-motorized facility plan should include maintenance policies. It should identify the agencies responsible for maintaining facilities, the maintenance standards that are to be applied, how users should report maintenance needs, and special activities such as snow clearing and litter cleanup.

Trail and Path Maintenance

- *Establish a maintenance policy and plan* – Establish written procedures that specify maintenance standards, schedule, quality control, and follow-up that will be used for pedestrian facilities, based on "current best practices."
- *Repairs* – Inspect trails and paths regularly for surface irregularities, such as potholes and cracks, and damage to signage and lighting. Repair potentially hazardous conditions quickly.
- *Cleaning* – Maintain a high standard of cleanliness. Provide adequate garbage cans and regular garbage pickup.
- *Establish a citizen reporting system* – Encourage citizens to report pedestrian and bicycle facility maintenance needs, garbage and graffiti, and other problems. Publicize a particular telephone number and email address for submitting information.
- *Sweeping* - Establish a seasonal sweeping schedule. In curbed areas sweepings should be picked up, on open shoulders, debris can be swept onto gravel shoulders. In the fall, provide extra sweepings to pick up fallen leaves.

- *Vegetation* – Vegetation may impede sight lines, or roots may break up the travel surface. Vegetation should be cut back to ensure adequate sight lines, and intrusive tree roots may be cut back to keep the walkway surface smooth and level.
- *Drainage* – Malfunctioning drainage systems may cause accumulations of water at pedestrian crossings.
- *Snow Removal* – Snow and ice can make pedestrian travel slow and hazardous. Snow should be removed from sidewalks in a timely fashion to ensure safe passage of pedestrian facilities.
- *Animal control* – Establish guidelines for pet behavior. Indicate where dogs must be leashed and where they may run free. Require dog owners to remove droppings, and provide adequate garbage cans. Some communities even maintain a supply of plastic bags along trails, to help dog owners perform this service.
- *Street Markings* – bike lane and crosswalk markings may become difficult to see over time. These should be inspected regularly and retraced when necessary.
- *Utility Cuts* – Poorly performed sidewalk cuts for utilities may leave an interrupted surface for pedestrians. Cuts in sidewalk should be back filled with concrete to the sidewalk grade – so the result is as smooth as a new sidewalk.
- *Volunteers and Sponsorships* – where funding is limited, volunteers and sponsors can help patrol, clean and maintain public trails and related facilities.

Roadway Maintenance

What may be an adequate pavement surface for automobiles (with four wide, low-pressure tires) can be hazardous for cyclists (two, high-pressure tires). Small rocks, branches, and other debris can deflect a wheel, minor ridges in the pavement can cause spills, and potholes can cause wheel rims to bend. Wet leaves are slippery and cause cyclists to fall. Gravel blown off the travel lane and sand accumulation from winter hazards can accumulate in the area where bicyclists ride. Broken glass can easily puncture tires. Below are some types of targeted maintenance for roadways.[14]

- *Surface Repairs* – Inspect bikeways and road shoulders regularly for surface irregularities, such as potholes, pavement gaps or ridges. Such hazards should be repaired quickly.
- *Sweeping* - Establish a sweeping schedule. Sweeping road shoulders of accumulated sand and gravel in the springtime, and fallen leaves in the autumn where they accumulate. Sweepings should be picked up rather than just pushed aside in areas with curbs. Driveway approaches may be paved to reduce loose gravel on paved roadway shoulders.
- *Pavement Overlays* – Where new pavement is installed, extend the overlay to the edge of the roadway. If this is not possible, ensure that no ridge remains at the edge of the road shoulder or bike lane. Do not leave a ridge within the bike travel area. Drain grates should be within 6

[14] (ITE, 1998).

millimeters of the pavement height to create a smooth travel surface. Special attention should be given to ensure that utility covers and other road hardware are flush with new pavement.

- *Rail Crossings* – Rail crossings can be hazardous to cyclists, particularly if they are at an oblique angle. Warning signs and extra space at the road shoulder can allow cyclists to cross at a 90º angle. A special smooth concrete apron or rubber flange may be justified at some crossings.
- *Vegetation* **–** Vegetation may impede sight lines, or roots may break up the travel surface. Vegetation should be cut back to ensure adequate sight lines, and invasive tree roots may be cut back to preserve the travel surface.
- *Street Markings* – bike lane markings, signal loop indicators may become hard to see over time. These should be inspected regularly and retraced when necessary.
- *Snow removal* – Road plowing should extend into the lane space used by cyclists. Spot salting intersections often creates a hazardous icy patch just past the melted intersection. Trails that get significant winter cycling should be plowed unless they are relegated to ski/snowshoe users.
- *Roadway Markings* – Whenever roadway markings are used, traction or non-skid paint should be used to avoid the markings becoming slippery in wet weather.

Chapter 7 – Funding Sources

7.1 Federal Funding Sources

Bicycle and pedestrian projects are broadly eligible for most federal surface transportation funding categories, including federal-aid, highway, transit, safety, and other programs. Federal legislation has defined non-motorized transportation to include pedestrians and bicyclists and allows expenditures from most federal transportation funds to be used on bicycle and pedestrian facilities. "Congress clearly intends for bicyclists and pedestrians to have safe, convenient access to the transportation system and sees every transportation improvement as an opportunity to enhance the safety and convenience of the two modes" (*Federal Highway Administration (FHWA) Program guidance* February 4, 1999).

An overview of the availability of Federal transportation funds for a wide variety of bicycle and pedestrian projects is found in Appendix C. It offers guidance as to the most appropriate potential funding category for a range of typical projects and programs. For a detailed description of the eligibility requirements and other factors related to each funding program, please refer to FHA's website at http://www.fhwa.dot.gov/environment/bikeped/bp-guid.htm#bpApp-2.

Transportation Enhancement (TE)
The Transportation Enhancement program is a federally-designated category of funding that allows for the development and construction of non-motorized facilities, among other eligible expenditures. Eligible applicants include all government entities that receive fuel tax revenues. The TE program has been the primary funding source for non-motorized facility development at the local, regional, and state levels in Michigan.

Congestion Mitigation and Air Quality Improvement Program (CMAQ)
The primary goal of the CMAQ program is to reduce traffic congestion and enhance air quality. Among other eligible expenditures, CMAQ funds may be used for either the construction of bicycle transportation facilities and pedestrian walkways, or non-construction projects (such as maps, brochures, and public service announcements) related to safe bicycle use. Funds are available to counties designated as non-attainment areas for air quality, based on federal standards. Relatively few non-motorized projects have been funded with CMAQ funds in Michigan.

Highway Safety Programs
Pedestrian and bicycle safety remain priority areas for State and Community Highway Safety Grants funded by the Section 402 formula grant program. States are eligible for these grants by submitting a Performance Plan and a Highway Safety Plan. The Michigan Department of Transportation recently adopted its Strategic Highway Safety Plan, which includes a Non-motorized Safety Action Plan.

Safe Routes to School (SR2S)

Under SAFETEA-LU, $612 million was allocated for a new national Safe Routes to School program that will provide at least $1 million per year to each of the 50 states over a five-year time period. Communities may apply to use this funding to construct new bike lanes, pathways, and sidewalks, as well as to launch Safe Routes education and promotion campaigns in elementary and middle schools. Michigan will receive around $19 million dollars over the course of SAFETEA-LU, which runs through 2009.

Other Federal Funding

Other federal funding sources include the Scenic Byways Program and the Recreational Trails Program. Scenic Byways funds may be used for "construction along a scenic byway of a facility for pedestrians and bicyclists. " Recreational Trails Program funds may be used for all kinds of trail projects. Of the funds apportioned to a state, 30 percent must be used for motorized trail use, 30 percent for non-motorized trail uses, and 40 percent for diverse trail uses (any combination).

SAFETEA-LU includes some $50 million worth of non-motorized High Priority (HPP) earmarked projects in Michigan. These projects are primarily for off-road trail projects, allowable expenditures based on the federal definition of non-motorized transportation to include bicycle and pedestrian facilities. Funds designated through earmarking reduce the overall flexibility and funding available to state or local agencies for prioritization through a cooperative, comprehensive, coordinated (3-C) planning process. Further, HPP funding can also be burdensome to local recipients because of match requirements, time frames, and obligation limitations.

7.2 State Funding Sources

Public Act 51 of 1951 created the Michigan Transportation Fund (MTF) into which all state fuel taxes and license plate fees are deposited. The fund currently collects over $1.8 billion in revenue each year. This revenue is shared among city, county and state transportation agencies for construction, maintenance, and operation of Michigan's transportation systems. Michigan's state transportation law (MCLA 247.660k) requires a minimum of one percent of state transportation funds be spent for non-motorized transportation. Section 10k of Public Act 51 of 1951, as amended, allows for non-motorized plans, services, and improvements to a road, street, or highway, which facilitates non-motorized transportation by the widening of lanes, striping of lanes to designate bike lanes, or any other appropriate measure considered a qualified non-motorized facility for the purpose of this section. An amendment to PA 51 in 2006 (P.A. 82) allows for the construction or maintenance of sidewalks as an eligible expenditure.

The Michigan Natural Resources Trust Fund (MNRTF) provides grants to local units of government and the state for acquisition and development of lands and facilities for outdoor recreation or the protection of Michigan's significant natural resources. MNRTF only funds off road trails or trails separated from a community's road network. The MNRTF is administered by the Michigan Department of Natural Resources (MDNR) and requires applicant communities to have on file with the MDNR a 5-year recreation plan identifying projects they wish to receive funding for and justified as being a high priority within their community.

The MDNR also administers the Recreation Improvement Fund that funds the renovation and development of recreational trails and trail-related facilities for both non-motorized and motorized recreational trail uses. These are additional funding sources that can be utilized to broaden the non-motorized network.

7.3 Local Funding Sources

Transportation Improvements Program (TIP) and Capital Improvements Program (CIP)

Local units of government can include and fund non-motorized improvements, within road rights-of-ways, as incidental parts of larger transportation projects, and thus these improvements qualify for the same transportation funds as the rest of the roadway construction or improvement project.

Parks and Recreation Budgets

Trailway funding can come from the budgets of willing agencies, which may include local and county parks and recreation departments, the HCMA, or the MDNR Parks and Recreation Division.

Downtown Development Authorities

Downtown Development Authorities are formed to promote and fund investment in downtown areas. Districts are defined that qualify for TIF (Tax Increment Financing) and other special funding formulas. Local businesses both benefit from and contribute to these authorities. The public infrastructure improvements that are part of downtown revitalization often include pedestrian facilities and amenities. Bicycle facilities, including bicycle parking and bikeway implementation could also be accomplished within these infrastructure improvements.

Millages, Bonds and Assessments

Local, county, or state millages and bond issues may be passed by voters or governing bodies. A number of Michigan communities – for example, Ann Arbor, Rochester Hills, Grosse Ile, Novi, and West Bloomfield Township – have millages for park operations, maintenance, development, and land acquisition. This can be one of the most effective approaches for funding a greenway or local trailway system initiative.

Sault Tribe of Chippewa Indians 2 Percent Money

Since 1993, the Sault Tribe has disbursed 2 percent payments twice annually to U.P. communities and organizations. Funds are distributed to communities extending from St. Ignace to Manistique, to Marquette to Sault Ste. Marie. To date more than $32 million has been awarded by the tribe based on 2 percent of slot revenues from the tribe's Kewadin Casino properties in Sault Ste. Marie, St. Ignace, Hessel, Manistique and Christmas. Groups or agencies apply to the tribe for funding requests, and tribal officials choose which programs to grant the money to.

Seal Recreation Fund

Residents of Sault Ste. Marie benefit daily from the investments and generosity of Augusta Hursley Seal, who in 1983 bequeathed $1.5 million to the city. In an effort to further the physical, spiritual and

educational wellbeing of the people of Sault Ste. Marie, Mrs. Seal dedicated her estate to the City to fund recreational programs, facilities and equipment.

Chippewa County Community Foundation

Established in 1994, the Chippewa County Community Foundation is one of more than 700 community foundations in the United States today. They serve Chippewa County, offering people a variety of ways to touch their community through philanthropic giving.

The mission of the Chippewa County Community Foundation is to be a vehicle for receiving monies from a variety of sources to establish permanent endowment funds and administer those funds for charitable, educational, cultural, recreational, environmental, and social welfare purposes in a manner which promotes the spirit of philanthropy, utilizes the talents and abilities of its youth, and meets the needs of the citizens of Chippewa County.

The role of a Community Foundation is to provide for the FUTURE needs of the community by accepting donations to establish permanently endowed funds, and using the interest from these invested funds to benefit the community through grants for projects.

7.4 Alternative Funding Sources

In addition to federal and state funding, there are many other resources available to assist with the planning and development of non-motorized facilities. Local, statewide, and national foundations, plus other non-profit organizations provide funding specifically for non-motorized related activities. Each foundation and non-profit organization has particular requirements and procedures that must be followed to acquire their funding or services. MDOT, with assistance from other partner agencies, has compiled a list of many alternative funding sources, which can be found in Appendix C. This list is not all-inclusive, but is a good starting resource for determining how to acquire funds or assistance for non-motorized facility development and planning.

Conservation Fund

The Conservation Fund started in 1985 as a smart solution to an old problem: how to balance environmental and economic goals. For decades, environmentalists and business or development leaders had been at odds, with each group favoring its own use of the landscape. Conservationist Pat Noonan, former head of The Nature Conservancy, decided to found a small, savvy nonprofit organization that would bring economics and the environment together—providing a win for all of America.

That idea became the Fund—a business of conservation, staffed by a skilled team with real estate, finance, legal, investment and science expertise. Rather than pursue their own conservation agenda and membership, they partner with community, government and corporate organizations—fulfilling their conservation priorities. (http://www.conservationfund.org/awards_and_grants)

DALMAC Fund

Established in 1975 to promote bicycling in Michigan, the DALMAC Fund is administered by the Tri-County Bicycle Association and supported by proceeds from the DALMAC (Dick Allen Lansing to

Mackinaw) bicycle tour. The Fund has supported safety and education programs, bicycle trail development, statewide bicycle organizations and route mapping projects. Applications must be submitted between January 1st and March 1st. Grants are awarded between June and August. (www.biketcba.org)

Land Trusts

National, state, regional, county, and local private land trusts (or conservancies) can purchase land for resale to public agencies, buy options to protect land temporarily, receive land donations, put together land deals, and provide technical assistance. As private entities, land trusts can often act more quickly than public agencies.

Businesses

Local businesses are frequent partners in the promotion of non-motorized transportation and trail projects. Public-spirited companies provide meeting rooms, provide small grants, donate copying or printing services on company equipment, or free or reduced-fee use of the company's special services. Local firms also sometimes promote bicycling and walking to work by hosting seminars and providing bicycle parking and other incentives.

Friends Groups and Other Organizations

The long-term success of many trail projects and non-motorized initiatives has been due to "friends" groups and advocacy organizations that follow a project through from inception to implementation. Friends groups can also provide a number of services including, physical labor as through "Adopt-a-Trail" maintenance or construction activities, fundraising, user education, promotion, and actual surveillance of the facility.

Civic groups and school groups can play an important role in supports of non-motorized projects through advocacy, promotion, and hosting events. Local organizations often best understand local needs.

Community and Other Foundations

Private Foundations are non-governmental, nonprofit organizations managed by trustees and directors, and established to maintain or aid charitable, educational, religious, or other activities serving the public good, primarily by making grants to other nonprofit organizations. The overwhelming majority of foundation grants are awarded to nonprofit organizations that qualify for "public charity" status under Section 501(c)(3) of the Internal Revenue Code.

The following directories might identify sources of funding to support the efforts of organizations wishing to promote non-motorized transportation and trail projects.

Directories of Foundation Funding Sources

- *Guide to Foundation Grants for Rivers, Trails, and Open Space Conservation*, 2nd edition. Prepared by National Center for Recreation and Conservation, National Park Service. June 1996. Available from NPS (330) 657-2378

- *Michigan Foundation Directory.* Prepared by Council of Michigan Foundations and Michigan League for Human Services. Available from libraries and the Council of Michigan Foundations, (616) 842-7080. www.cmif.org
- *The Foundation Directory, & The Foundation Directory Part 2.* Prepared by the Foundation Center. Available from libraries and the Foundation Center (212) 620-4230. www.fdncenter.org

Chapter 8 – Project Recommendations and Prioritization

8.1 Project Categories

Project recommendations have been broken into three broad categories: Administrative, Program/Policy Recommendations, and Network Recommendations.

Efforts to encourage non-motorized use come in many forms. Administrative duties such as the development of a GIS database, regularly updated, can provide information on the non-motorized facilities and can be used to develop maps and brochures for promotional use or to develop route plans for plowing. Administrative policies such as sidewalk snow removal or complete streets ordinance can be considered and implemented without much cost involved. Programs can include events like "bike fairs" "ride to work (day, week or month)", "group rides" and the like, which may require city staff or volunteers and/or have some costs associated for implementation. Other program ideas initiated across the country include training programs for youngsters; tandem rides for the blind; programs that spread free loaner bikes around town; pedal-powered trail maintenance crews; bike commuter mapping services; bike rodeos or "Sprocketman" assembly programs in the schools; quadracycles for the elderly; helmet promotions that reward helmet-wearers with movie tickets and ice cream; modified snowmobile trailers outfitted with bikes and helmets for use in school programs; bike donation programs for low-income residents; bike-to-work programs with guaranteed taxi rides home in case of emergency; bike theft sting operations using transmitters embedded in bike saddles; bike commuter luncheons with valet parking; discounts on services and products for those who arrive on bike; bike licensing programs that offer "family plan" discounts for those with multiple bikes. Media campaigns can be used to disseminate information and as an awareness-building publicity tool.

Improvements to existing network facilities or building new network facilities fall under the Network category and are further analyzed for recommendations.

8.2 Network Analysis

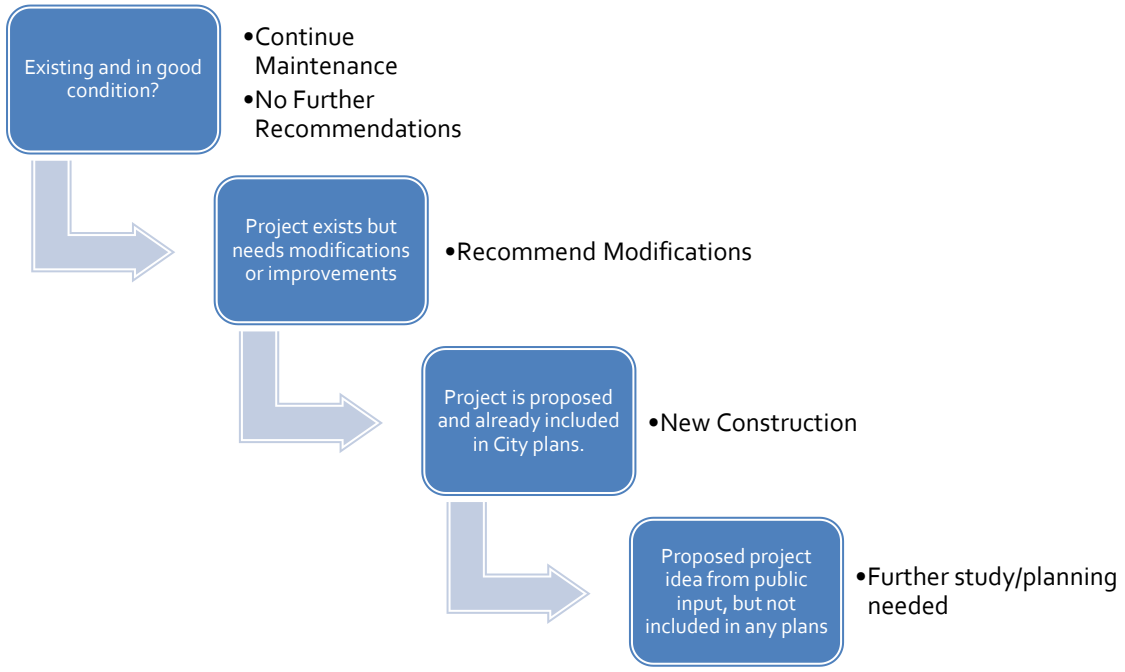
Each study network segment is classified into one of four recommended facility improvement categories. Some segments, specifically those with existing facilities and those that provide good existing conditions, do not have an associated facility need. For all others, a recommended facility type is identified, ranging from relatively inexpensive projects to those that involve more significant financial and time commitments.

One of four potential outcomes has been identified for each of the analyzed project segments. These outcomes include the following:

- No recommended improvement, continued maintenance (existing facility in good condition);
- Modification: some improvements needed (existing facility in fair condition but may need signage, amenities or some surface condition improvements);
- New Construction: no existing facility, identified as wanted or needed in public input session, needs to be designed and/or constructed; or
- Further Study/Planning needed.

The decision tree shown in Figure 10 illustrates the steps involved in making the facility recommendation outcomes.

Figure 10



8.3 Prioritization Scoring Criteria and Point System

As part of the Sault Ste. Marie Non-motorized Transportation Plan potential network projects are prioritized using criteria and a scoring system. Projects and programs of the highest quality have been identified based on their ability to provide benefits to the City in terms of safety, connectivity, community, and economics.

The following table shows the criteria that were used to score each project.

Evaluation Category	Measurement Criteria and Maximum Points	Point Calculation
Safety Have there been any accidents in the last 10 years along this road or intersection? What is the volume level and speed of traffic?	Bicycle and Pedestrian Accidents (15 Points)	• 1 accident = 5 • 2 accident = 10 • 3+ accidents = 15
	Traffic Volume & Speed (10 Points)	• Low Volume 25 mph = 0 • Med Volume 25-30 mph = 5 • High Volume >30mph= 10
Connectivity Would this project make it easier to reach destinations or be a direct connection to: schools, employment and retail, parks and recreation, waterfront, downtown, neighborhoods, places of worship, the library or city hall? Does this project connect to neighboring regional (Soo Township) sidewalks or trails? Would this project complete a gap in a segment? Short gap or long gap?	Accessibility to: (15 Points)	• Schools = 2 • Employment & Retail = 2 • Parks & Recreation = 2 • Waterfront & Downtown = 3 • Residential Neighborhoods = 2 • Places of Worship = 2 • Library or City Hall = 2
	Connected to neighboring sidewalk or regional trail system (RTS). (10 Points)	• Connected to a sidewalk = 5 • Connected to a RTS = 10
	Segment Completion (10 Points)	• 0-0.25 Miles = 5 • 0.26 or more = 10
Community How much of the population would this project serve? Visitors/Tourists? Was this project brought up at other meeting, input sessions, discussions, etc.?	Population Served (10 Points)	• Low Density (less than 25%) = 0 • Medium Density (25% -50%) = 5 • High Density (more than 50%) = 10
	Considerable Public Interest (10 Points)	High public interest from public input sessions, groups and government agencies = 10

Evaluation Category	Measurement Criteria and Maximum Points	Point Calculation
Economy Is this project well known and wanted in any other plans or in construction phase?	Project included in other plans (20 Points)	• Not included in any plans = 0 • Included in 1 plan = 5 • Included in multiple plans = 10 • Has construction design plan in place or under construction = 20
Would this project be eligible for grant funding? Has any grant applications been written? Can this project be constructed with a future road project?	Project eligible for grant funding and/or will be constructed in conjunction with street project. (10 Points)	• Project may be eligible for grant funding = 5 • Project can be constructed in conjunction with street project = 5
Is this project shovel ready? What still needs to be done to make it ready for implementation?	Implementation (10 Points)	• Presents significant restraints = 0 • Requires further study but has the potential to be advanced = 5 • Feasible and ready for implementation = 10

8.4 Time Frame

The recommendations are categorized into three time frames: Near Term (1-3 Years), Mid Term (4-6 Years) and Long Term (7-10+). These categories should help the city coordinate these recommendations with staff and work plans.

Near Term Priorities:

- **Network:** Near-term network recommendations can generally be described as corridors and intersections that are currently walkable and bikeable but may be aided by some low-cost improvements, such as network signage or crossing improvements.
- **Administrative, Policy and Programming:** Near-term projects involve little to no start-up costs or long-term organization. Many education and encouragement initiatives are proposed for near-term implementation to build support for later projects.

Mid Term Priorities:

- **Network:** Mid-term network recommendations can generally be described as corridors and intersections where current conditions could be easily improved to become more walkable and bikeable, with a moderate construction budget. Examples are corridors with low average daily traffic (ADT) and ample width to add bike lanes or shared lane markings, and intersections that are currently signaled but could be improved by curb-extensions, transit shelters, local sidewalk completion, and other network amenities like benches and identity features.
- **Administrative, Policy and Programming:** Mid- term means projects will require preliminary work or support building in the near term. These projects may have initial start-up costs and coordination with community organizations. Mid-term projects generally involve more coordination.

Long Term Priorities:

- **Network:** Long-term network recommendations are often complicated by jurisdictional issues or the balancing of regional network priorities. These recommendations may have other feasibility issues like high ADT or restricted road width or right-of-way.
- **Administrative, Policy and Programming:** These projects frequently depend on the completion of earlier projects and local support.

While this plan offers a guide to prioritizing these recommendations as near-, mid-, or long-term priorities, the city should actively seek out opportunities to coordinate implementation with private development and larger public projects. Implementing agencies should remain aware of these kinds of opportunities and seek to coordinate the implementation of this plan with parallel county and regional efforts.

8.5 Project Recommendations

A list of the projects and their prioritization score can be found in Appendix E. The following table lists the top recommendations and the time frame. It is understood that project recommendations are to be undertaken in a manner that is consistent with the City's comprehensive Master Plan, Master Recreation Plan, and, as applicable, other previously existing plans. The Non-Motorized Transportation Committee can review each recommendation and determine more specific tasks needed and responsible parties to carry out those tasks.

Recommendations	Category	Time Frame
Establish permanent City Non-motorized Transportation Committee, ideally as a subcommittee of the Planning Commission, including some PC members and various stakeholder and advocacy group representatives, to continue the work of the ad hoc NMTP Task Force and and provide needed coordination for undertaking NMT projects and implementing the NMT Plan. Committee should meet regularly, with a monthly or other scheduled time frame. In conjunction with the City Planning Commission, the committee would guide implementation of the NMTP, undertaking program/policy research, policy/ordinance language development, identification of specific tasks and groups to take on those tasks, and annual review of network projects.	Administrative	Near Term
Asset Inventory - Enter sidewalk and sign information into RoadSoft database and/or create a GIS database for non-motorized facilities to keep track of facilities - new facilities as they are built, condition of existing facilities, improvements and when they were done, maintenance plans, etc. Establish policy for data collection and review so the database is kept current.	Administrative	Near Term
Web-page development: develop an on-line site of general information with map of routes and bike parking. Develop on-line forms for citizen input, purchase of bike racks or requests for sidewalk improvements or bike racks. Start facebook page, etc.	Administrative	Near Term
Develop Bike Route Map/Brochure/Placemats with safety/road rules and other pertinent information for promotional use.	Administrative	Near Term
Establish/start building a fund specifically for non-motorized activities. Research millage, sales tax, user fees, endowment fund etc.	Administrative	Near Term

Recommendations	Category	Time Frame
Establish/re-establish policies and maintenance agreements with user groups.	Policy	Near Term
Develop a complete streets ordinance and bike parking ordinance to strengthen non-motorized facility improvement and safety.	Policy	Mid Term
Policy Development - Snow removal, Bike Parking, Distracted Drivers	Policy	Mid Term
Establish "Rock Star" bike parking at events (Music in the Park, Festivals, Art Fair): Rope off area close to entrance gates and provide bike racks for parking for those who bike to the event. (Re-purpose/use old racks - library/hospital.)	Program	Near Term
Develop and support an annual encouragement/safety program: Bike Rodeo and/or bike safety class in school curriculum.	Program	Near Term
Develop an Adopt-a-Sidewalk Program - to keep sidewalks cleared of snow, weeds and other obstructions. Put information about this program and how to get involved on City's website.	Program	Mid Term
Establish a Bike Share program - locate areas within city (University, Marina, Tourist Destinations, etc.) for placement of racks and bikes for community use and sharing.	Program	Mid Term
Continue to complete goals in the St. Mary's River Waterfront Walkway Plan that was developed in 2000. (T-04, 13, MU-22, 23, 26, 27, S-05)	Network	Near Term - Long Term
Continue to complete goals in the Lower River Islands Master Plan that was developed in 1996. (T-12, TH-08)	Network	Near Term - Long Term
Construct new sidewalk segment along north side of Marquette Avenue from Seymour to 8th St. (S-01,)	Network	Near Term
Re-designate Dawson St. One-Way Except for Bicycles. Put up signage to reflect change. (BR-21)	Network	Near Term
Sidewalk segment construction to Big Bear (Ice Circle). (S-11)	Network	Near Term

Recommendations	Category	Time Frame
Construct multi-use path connecting Easterday Avenue with downtown and waterfront district along Portage Ave. (MU-08)	Network	Near Term
Construct a welcoming gateway/trailhead for national BR-35 with informational kiosk and way finding signage at Mackinac Trail/3 Mile/I-75 BS intersection (or before - along Mackinac Trail). Paint lane markings to direct bikers safely cross Business Spur to get on bike path. (BR-19, TH-14)	Network	Near Term
Seek funding from Safe Routes to School grant to complete sidewalk segments as suggested by Washington School Safe Routes to School Committee on Ryan, 4th, 8th and Prospect. (S-07, 08, 09, & 10, MU-09)	Network	Near Term
Crosswalk improvements near and around Washington School, Project Playground, ball fields and LSSU (CW-18, 19, 20, 21, 22, 23, 24, & 25)	Network	Near Term
Add signage at intersection of Oaka and Spruce warning pedestrians to watch for cars and warning drivers to watch for pedestrians. (AOC-01)	Network	Near Term
Construct new sidewalk segment along east side of Seymour St. from 10th St. (end of sidewalk) to Marquette. (S-02)	Network	Near Term
Begin designing Portage Canal Walkway - seek property easements, start developing trail in most accessible area by keeping mowed and signing. Seek funding for access construction at Portage path. Start fund raising for match money. Design restrooms in renovation of Cloverland Building (MU-14, 24)	Network	Near Term
Improve surface of Ashmun Bay Trail for walking and biking. Remove wood chips, consider asphalt paving (LT) or crushed stone surface improvements (MT). Consider calcium chloride treatment to harden gravel surface of rail trail/South St.(NT) Contact local DNR office to collaborate on ways to improve surface for biking in a manner consistent with the Ashmun Bay Park Development Plan. (NT) (MU- 10,11 & 12)	Network	Near Term - Long Term

Recommendations	Category	Time Frame
Evaluate streets that have been proposed as bike routes for signage and painted bike lanes. Wayfinding signage, route markers and/or bike lanes painted. Routes that are within 1 mile of a school/University should have top priority (Minneapolis, Easterday, Ryan and Marquette, University to Downtown area). (BR-02, 03,04,06, 07, 08, 11, 12, 13, 14, 15,16, 17, 19, 20, & 23)	Network	Near Term
Construct trailhead for national BR-35 at Project Playground (or start process to redesignate to MDOT Welcome Center). (BR-19, TH-10)	Network	Near Term
Construct sidewalk segment on south side of Easterday between Meridian and Ryan to close the gap. (MU-9)	Network	Near Term
Seek transportation enhancement funds to reconstruct sidewalk along Ashmun Street from Sheridan to Easterday in conjunction with MDOT road construction project proposed for 2015. (S-14, AOC-03)	Network	Near Term
Crosswalk improvements at Ashmun- Marquette/12th for safer/longer time to cross. Delay red signal for 5 seconds or other safe alternatives. (BR-07, CW-14)	Network	Near Term
Spot improvement at Lynn Trail - drainage issues, stairway repair, disc golf tee area improvements and signage. Develop a maintenance agreement with disc golf users and re-establish agreement with Sault Area Schools. (T-05)	Network	Near Term
Improve I-75 tunnel access points surface condition at entrance points. (T-06, 07; AOC-05) Improve area of parking lot with signage and information for trailhead to Ashmun Creek Interpretive Trail and proposed mountain bike trail. (TH-03, 04)	Network	Near Term
Crosswalk improvements along Marquette Ave. for access to high school and middle school. (BR-07, CW 09, 10, 11, 13)	Network	Near Term
Establish areas for bike racks: City Hall, City Parking Lots, Parks, Soo Locks (east and west sides), where 2 or more bikes are seen parked on meters.	Network	Near Term
Use high school backland nature area to groom a cross country ski trail in winter along flat area. (T-10)	Network	Mid Term

Recommendations	Category	Time Frame
Construct sidewalk or multi-use path segment at 3 Mile/Mackinac Trail/I-75 BS Intersection and make crosswalk improvements on BS. Construct an access ramp to bike path on north side of BS that is in alignment with crosswalk. (BR-19, MU-01,29)	Network	Mid Term
Improve crosswalks along Shunk Rd. in front of casino and business area. (CW-15, 16)	Network	Mid Term
Design mountain bike trail in Ashmun Creek. (T-7)	Network	Mid Term
Expand nature trail in Ashmun Creek. Identify areas of trail for spot surface improvements. Develop trailhead signage at each access point. (T-06)	Network	Mid Term
Construct trailhead and provide amenities (trash can, informational kiosk) at Ashmun Bay Trail, in a manner consistent with the Ashmun Bay Park Development Plan. (TH-07)	Network	Mid Term
Improve and widen overpass at 3 Mile to accommodate non-motorized transportation. Pave shoulders along W. 3 Mile where gravel. (AOC-07, BR-01)	Network	Mid Term
Improve snowmobile trail from Mackinac Trail/E. 3 Mile Rd. to Wal-Mart entrance on E. 3 Mile Rd. for an off-road bike path. (MU-30)	Network	Mid Term
Crosswalk improvement at Easterday and Ashmun so there is crosswalk accessibility on all four intersections. Review with road work scheduled for 2015 by MDOT. (CW-17)	Network	Near Term
Improve road surface/sidewalk along W. Easterday Avenue from Foss St. to Oak St. (BR-08, AOC-09)	Network	Mid Term
Crosswalk improvements along I-75 at Ashmun, Meridian, Small Shopping Plaza (Holiday Gas Station/Save-A-Lot), Wal-Mart, Mackinac Trail and Cascades Crossing. (CW-02, 03, 04, 05, 06, & 07)	Network	Mid Term
Pave wider shoulders along M-129/Ashmun St. from I-75 BS to 3 Mile. (MU-15)	Network	Mid Term

Recommendations	Category	Time Frame
Consider traffic calming strategies along Easterday Avenue - secure potted planters (shrubs or flowers) and/or artistic sculptures in middle islands, road diet with bike lanes painted from Ryan to overpass. (BR-08, CW-18, AOC-06, 08, 09)	Network	Mid Term
Construct sidewalk segment along I-75 BS on south side from Best Western/Cascade Crossings crosswalk south to businesses where foot trail is. (S-12)	Network	Mid Term
Construct sidewalk segment along Ashmun Street from 10th to Marquette on east side of road where foot trail is. (S-13)	Network	Mid Term
Construct sidewalk segment at intersection of 4th and Oak/Easterday where footpath connects to wide shoulder. (S-15)	Network	Mid Term
Design and construct trail from Sault Tribe Health Center to Edge of Woods Apartment complex. Use crushed stone until able to pave. (MU-19)	Network	Mid Term
Construct sidewalk segment from Parking Deck to Ashmun Street as proposed for River of History connection. (MU-21)	Network	Mid Term
Pave wider shoulders along Seymour St. from Marquette to 3 Mile Rd. (MU-18, MU-17; BR-27)	Network	Mid Term
Trail spot improvements, signage for mountain bikers at Algonquin Ski Trail (T-08)	Network	Mid Term
Consider traffic calming strategy along Easterday Avenue - Roundabout at Meridian/entrance to LSSU. (BR-08, CW-18, AOC-06, 08, 09)	Network	Long Term
Consider traffic calming strategy along Shunk Rd. from Casino to 3 Mile Rd. - road diet with bike lanes. (BR-18)	Network	Long Term
Consider traffic calming strategy Mackinac Trail/3 Mile/I-75 Business Spur - roundabout construction. (AOC-2, MU-29)	Network	Long Term
Complete missing sidewalk segments along Easterday Ave. from Ashmun St. to Ord St. (S-04)	Network	Long Term

Recommendations	Category	Time Frame
Widen and pave shoulders along hill on 20th Avenue. (BR-10, AOC-04)	Network	Long Term
Construct a multi-use path along the east side of the I-75 Business Spur on the back side of businesses from the M-129 Intersection to 3 Mile. Connect with Sault Tribe's proposed trail to Edge of the Woods and Wal-Mart area. (MU-20, 25)	Network	Long Term
Widen Oaka Street at Spruce St. Intersection (AOC-01)	Network	Long Term
Improve driveway entrance (heaved culvert) at Algonquin Ski Trail. (T-11)	Network	Long Term
Surface improvements to snowmobile trail through Ashmun Creek for multi-use pathway connection from west side of town to I-75 Business Spur path. (MU-13, AOC-05)	Network	Long Term
Improve surface and lighting on Superior Street path to Sault Middle and High School. (T-15)	Network	Long Term
Sidewalk construction along Newton Street from Minneapolis to Seymour (S-03)	Network	Long Term

Any and all improvements to road surfaces in the City will benefit the non-motorized user also. To start, plans for transportation improvement projects in the next 5 years should be revised to incorporate recommendations of this plan where applicable. Revising policies and city codes to require sidewalk development in new construction is another easy and economical way to ensure that non-motorized transportation facilities are constructed moving forward in time, that the City might want to consider.

In conclusion, to ensure sustainability and to keep recommended project improvements moving forward and being accomplished, the City should establish a formal sub-committee whose purpose would be to work with neighborhood groups and city staff to implement the Non-Motorized Transportation Plan and advocate for non-motorized transportation facilities, including the funding for such facilities and promotional or educational programs encouraging non-motorized transportation.

Appendices

Appendix A – Non-Motorized Definitions

The following are terms associated with non-motorized transportation facilities or for provisions that accommodate bicycle and pedestrian use.

- Bikeway – a general term for any path, lane or route, designated for bicycle use.

Multi-Use Path (also known as Class I bikeway, RecPath, bike path, shared-use, side path). For the purpose of this plan a Multi-Use Path is a separate path adjacent to and independent of the street and is mainly intended solely for non-motorized travel. Some proposed multi-use paths in this plan may be considered shared-use with snowmobiling and atv trail connections. These paths often form great recreational multi-use trails (for pedestrians, bikes, rollerbladers) in open space. The width of a RecPath is typically eight to ten feet. Sometimes these trails are soft-surface using a crushed fine material that is less expensive, more natural and easier on the joints of walkers and runners. The issue of safety comes into question with this type of facility. It is typically thought to be a safe alternative from riding on the road. However, statistics are showing that when these facilities run parallel to a road with many driveways it is much more dangerous, as drivers may not see a bicyclist and there is no place for a bicyclist to go to avoid a collision. Conflict between users is common with many beginner and different type of users (pedestrians, bikes, strollers). Traffic on the bike path runs both ways which may also arise in collisions among users.

- Bicycle Lane (also known as Class II bikeway) is defined as a separate space designated with striping, signage or pavement markings for exclusive use by bicycles within a street or road. This facility is utilized by the commuter bicyclist but also increases the comfort level for novice bicyclists. Its width of four feet is less than a Recreational Path.

- Bicycle Route (also known as Class III bikeway) - a network of streets to enable direct, convenient and safe access for bicyclists. In determining a design, volumes of motorized vehicles, speeds and physical characteristics of streets are analyzed. Bike Routes are designated with signs that indicate shared use for automobiles and bicycles.

- Bicycle\Transit Integration - provides storage for the bicycle on the public bus system. A two-mile ride to a bus stop is considered easy bicycling distance. Incorporating the two overcomes barriers to bicycling such as steep terrain and poor weather conditions, and it extends the range that people can reach without using a vehicle.

- Mixed traffic - Mixed traffic bikeways are simply regular streets on which bikes are permitted to mix with cars. Almost every street in existence qualifies, except those with dedicated bike facilities, or the few where bikes are specifically outlawed (such as Interstate highways).

  Many jurisdictions designate unaltered mixed-traffic streets deemed to be inherently bike-friendly as "suggested bike routes." Some cyclists prefer to ride in mixed traffic rather than on dedicated facilities.

- Parking - is considered a vital component for bicycle facilities. It should be visible, accessible, and easy to use. Parking can be bike racks, bike parking mounts on posts and meters, or permissible use of public meters, signs or poles.

- Signs - A motorist only gets a quick glance at a sign, therefore signs should be strategically placed with no misinterpretation. For instance, Designated Bicycle Routes signs do not imply that bicyclists must use only those routes. And Share the Road signs do not infer that motorized vehicles share the lane alongside a Bicyclist.

- Trail - A **"Trail"** can be defined many ways by many different people. A trail might generally be defined as a route or path which has been specifically prepared or designed for one or more recreational functions. Sometimes this is done with thought, planning and effort and sometimes trails just appear on the landscape having been created by individuals who find the path functional or recreational where design and management have not taken place.

  Specialty trails and **activity trails** are two broad categories of trails. Specialty trails relate to a general environment or function while activity trails are designed and built around a function and use.

  Specialty Trails

  Historic Trails identify and interpret significant historic routes traveled by early explorers or settlers. These trails have been an integral part in shaping American history and allow users to take part and experience some of those historic moments. They are a valuable link in relating a part of history to many people. In recreational terms "recapitulation" is an integral part of our life experience.

  Interpretive Trails are trails on which natural and /or cultural environments are interpreted by means of a guide or through various self-guiding methods such as illustrative signs. Accessibility

to schools, parks is important if outdoor, environmental or conservation education is to take place. These trails can help us to understand how natural and cultural environments relate to our own and can teach us to appreciate other aspects of life around us.

Recreational Trails interconnect park and recreational areas with communities along routes of scenic, natural, historic, geologic, aquatic or other such elements. A recreational trail should not be designed as an expeditious (utilitarian) route for alternative commuting to shopping or places of employment or schools, nor be adjacent to major highway and transportation routes except when absolutely necessary. In the 1991 National Recreational Trails Fund Act a "Recreational Trail " is defined as a "thoroughfare or track across land of snow, used for recreational purposes such as bicycling, cross-country skiing, day hiking, equestrian activities, jogging or similar fitness activities, trail biking, overnight or long distance backpacking, snowmobiling, aquatic or water activity and vehicular travel by motorcycle, four-wheel drive or all-terrain off-road vehicles, without regard to whether it is a "National Recreation Trail" designated under section 4 of the National Trails System Act."

National Trails exist as four types of trails that make up the National Trails System under the authority of the National Trails System Act in 1968.

Urban Trails occur in areas of urban or suburban densities, or where improvement of the trail surface is necessary by nature of the development within which it occurs and are generally developed in response to one of two emerging trends. One trend is an increase in leisure time and an interest in fitness oriented activities among urban groups. The other trend comes from concerns about the quality of the environment due to explosive urban growth. Congestion of traffic and alternative (non-motorized) transportation modes for urban commuters plays a part. These trails provide local and ready recreation, fitness and aesthetic amenities, reclaim otherwise abused or under used land such as utility right-of ways or abandoned rail corridors. Greenways, open spaces and the enhancement of natural or man-made waterways for use as parks and trails is a popular urban project.

Supplemental Trails are additional trails required by zoning law in locations within single-family housing developments and around developments which would block access from one area to the main trail system.

They may take the form of easements or right-of-way.

Sidewalks are a form of trail that grace some of our neighborhoods and do not exist in other neighborhoods. In better planned neighborhood developments trails exist allowing easements for quick access to elementary schools, shopping, or access to shared common space. In some planned communities back yard gates allow access to alleys or common corridors which become trails.

"Bushwhacked" Trails are new trails made by individuals with no planning, or thought of environmental impact, legal use privileges or affects it might have on others. Their creation is considered unacceptable by responsible trail users.

Activity Trails

Non-Motorized Trails of course restrict motorized uses of a trail to all but wheel chairs.

Motorized Recreational Trails are specifically made available to all terrain vehicle riding, 4-wheel driving, dirt bike riding, snowmobiling and so on.

Bicycle Trails may be defined in a number of ways. One must understand that regular bicycles are different from mountain bicycles (fat tires, all terrain).

Mountain bicycles are non-motorized and not to be confused with ATV's or ORV's which are motorized. Off road bicycling is popular in some areas and can be referred to as bike hiking.

Equestrian Trails are usually non-paved, might be close to home or more likely on public land in rural or semi-isolated areas. Horse trails can be routed with and parallel to other use trails. Like bicycles, equestrians may share road surfaces with automobile traffic by riding to the right of the road, further over then the bike lanes if possible and on verges of the road when available. If horse trails are located parallel to roads then barriers are sometimes placed between the road and the horse trail.

When horse trails are located away from the horse population then amenities such as hitching posts, water supply parking lots, and such are necessary. Surfacing should be natural soil, mulch, gravel for short distances and non-slick concrete or asphalt for shorter distances.

Jogging Trail/Fitness Trail/Par Courses are alternatives to public sidewalks and school running tracks. They should be smooth packed earth or compacted gravel or wood chips. They might also take the form of cross country track courses, marathon distance routes or as shared surfaces with bicyclists, equestrians or vehicles.

Off-Road Vehicle Trails might be designated for two- and three- and four- wheeled motorized bikes or 4-wheel drive trucks and jeeps. Trails should be well marked to reduce damage on various unmaintainable backcountry roads or in places designated specifically for ORV and ATV use such as old strip mine parks.

Snow Trails can be used to accommodate cross country skiing, snowmobiling, snow shoeing, winter hiking or dog sledding. Speed differences between snow mobiles and foot or ski traffic is the chief concern on these trails as well as rest and warm up stopping areas.

Water Trails are for use by non-motorized boat travel such as canoe, raft, and tuber. Often these parallel other trails used by hikers, equestrians and cyclists. Put in and Take out areas are important as are picnicking or safe camping spots.

Trail Terminology

Easements are a legal right or privilege that a person or the public may have in another person's land and is applied to trails, as they pass between houses and property, along roads and so on.

Feeder or Collector Trails exist to bring users from neighborhood centers onto larger trail systems.

Rail Trails are unused rail corridors which have been converted into public trails. Generally they are graded, easy to reach from urban and suburban areas, and have a right of way larger than the rail bed.

Right-of ways are the strip of land or route that is lawful to use for passage established by common or statutory law. They have legal boundaries.

Primitive Trails are maintained to a lesser standard and are common in wilderness areas. They have no tread maintenance, and the sides are not brushed out (mowed or trimmed).

Maintained trails for public use provide for maximum user safety and convenience, the tread is smooth, firm and Bridges, Culverts, Signing are maintained for family, handicapped and senior citizen use.

Horse Privilege Areas contain neighborhoods which can accommodate corral facilities on each lot or at a common stable area.

Limited Use Trails are designed for the exclusive use of certain groups or during specific time periods. For example a limited use trail is closed to horses during hunting season (**Seasonal Trails**).

Linear Corridors are easements, right-of-ways, and other long, narrow areas which go from place to place and upon which greenways, linear parks, trails and rivers can exist.

Link is a trail that hooks two trails together or links open space, parks, and other sites to main trails.

Long-Distance Trails span States and Regions and even the entire Country.

Loops are trails which get one back to where the starting point was without backtracking the same surface.

Multi- Use Trails can be quite deceptive in that this term is used to define one or more uses rather than all uses. There are instances of "multiuse" trails which allow only pedestrian and bicycle forms or recreation yet mislead one into believing that many uses are in fact occurring.

Network is a group of trails managed by one or more agency that mix, match and create alternatives for trail use and travel. The trails fit together and aim to serve all aspects of the community. Networks of **Primary** and **Secondary** Trails may appear in spoke and wheel, grid or radiating systems. A **System** and can exist on many levels, joining neighborhoods to cities, urban to rural or spanning a continent, state, county or local area.

Trail Crossings allow for the safe crossing of streets and canals or rivers by all trail users and include, but are not limited to, grade separations (bridges or underpasses).

Trail Heads provide access to trails, provide parking for horse trailers and cars, might provide a trail map, Trail Access Control Gates, water, toilets, hitching racks, ramadas, signage for rules and so on.

Trail Nodes provide year around water and shade for trail users and may provide some vehicular parking.

Trail Users are individuals who appear on trails while **Trail User Groups** are larger and share common concerns, problems and needs.

- Ancillary Facilities - infrastructure that supports bicycling activity; examples are water fountains, rest rooms, trashcans, showers and clothing lockers.
- Other bicycle facilities - are other miscellaneous enhancements that remain important for the safety of bicyclists and motorists. Some examples are adequate lighting for safety purposes or that manhole covers and grates should be flush with the surface, and railroad crossings should not cause wheels to be caught in tracks.
- Bicycle Coordinator – a professional employee at the City, State or Federal level, with varied tasks relative to planning bicycle facilities. In general, the Bicycle Coordinator ensures bicycle travel is reflected early in the design of transportation projects, and makes certain projects are appropriately linked with each other, as well as managing communication with agencies for completion of bicycle developments.
- Education – Unlike motor vehicle operators, there is no mandatory education that provides understanding of bicycle safety and regulations for bicycle operators. Further there may not be enough educational material relative to bicycling for motorists. Therefore, education about bicycle safety and regulations is considered essential and may be promulgated thorough mediums such as publications, activities, videotape, news media, and other avenues of communication.

  Some bicycle facilities or provisions are constant and/or may target a specific type of bicycle use. For instance, because most bicycle crashes occur at ages fifteen and under, education is used most often for this age group.

Depending on the type of use, bicyclists may be categorized into three general classifications.

- Child - For children, the bicycle means being able to go places on your own. This instrument of empowerment is extremely important and beneficial to children; however, they are usually using their bicycles before they have full awareness of the realities of operating a vehicle within the right-of-way of a street.

- Commuter - The bicycle is used as the primary mode of transportation for everyday trips to employment, school, shopping and entertainment. Further, these riders are versed in the "rules of the road" for bicycling and prefer using the street as their primary routes.

- Recreational - The bicycle may be used primarily for recreation, or used infrequently, by novice riders, or used by riders uncomfortable bicycling on the street.

It should be noted that the classifications may overlap, and because of the types of use, bicyclists can and will need different access requirements to various locations at varying times of the day. Therefore, maximum flexibility is important in accessing all parts of the community such that whichever route bicyclists need or choose to use, that route is as safe as possible for bicyclists, pedestrians and motorists. Bicycle facilities need to be located and designed with the needs of all bicyclists in mind but also suitable for all levels of expertise.

Appendix B – Sault Ste. Marie Complete Streets Resolution

City Manager's Report and Recommendation

City Commission Meeting Date: 8/2/2010 Date: 7/26/2010 Subject: From the Planning and Development Commission -Resolution for Incorporating "Complete Streets" Design Standards in City Projects

Background Information:

At the June meeting of the Planning and Development Commission, a presentation was made by the Chippewa County Health Department and the Sault Tribe Strategic Alliance for Health on the concepts of "Complete Streets". The "Complete Streets" initiative places an emphasis on understanding the impact of a street not only for vehicles, but also for pedestrians, bicycles, and other users of the right-of-way for mobility. There will be a brief power point presentation by Donna Norkoli of the Sault Tribe Strategic Alliance for Health on this matter. Overall, we have had a general focus on improving all forms of transportation, vehicular, pedestrian, etc., with many of the projects that we have designed within the City. There is, however, a much greater emphasis on vehicular traffic and infrastructure needs in the design process. I believe that by incorporating the principals of "Complete Streets" in the design process, it will help us all to consider issues such as traffic calming to improve pedestrian safety, preservation of trees to provide shaded, comfortable walking area, and safe biking lanes in these future designs. This is very consistent with the Michigan Municipal League's 21c3 program as well. I believe that it would be appropriate for the Commission to pass the resolution that the Planning and Development Commission had previously passed substituting the City Commission for the Planning and Development Commission in the text of the resolution.

Recommendation:

I recommend that the City Commission approve a resolution formally recognizing the importance of a complete design for streets addressing pedestrian, bicycle, and vehicular use of the completed roadway with a copy of this resolution being provided as part of any Request for Proposals from consulting engineers working on City projects.

Fiscal Effects: None by approving the resolution.

Alternatives: None recommended.

Department Submission

City Commission Meeting Date: 8/2/2010 Department: Planning and Development Submitted By: jhendricks Date: 7/26/2010 Subject: Resolution in Support of "Complete Streets"

Background Information:

At the PDC's June meeting, the Chippewa County Health Department's "Building a Healthier Community Coalition" and the Sault Tribe Strategic Alliance for Health presented a PowerPoint presentation to the PDC explaining the concept of Complete Streets, and encouraging the City to formally commit to this concept and take the local lead in this effort. The group provided a sample resolution that the City could consider. The PDC indicated that the concept of including pedestrians, bicycles, and other users of the public rights-of-way was always part of overall planning practice, and while not addressed specifically using the term "Complete Streets," the concept has always been included in practice. It was noted, however, that providing some stronger emphasis to this comprehensive approach was worthwhile, especially in view of the new impetus the concept is receiving with legislation currently under review in the State legislature. The PDC referred the matter to staff to develop an appropriate resolution for the commission's consideration at its July meeting. The PDC reviewed the draft resolution prepared by the staff at its July 22 regular meeting, and formally took action to approve the attached resolution and to recommend that the resolution be forwarded to the City Commission.

Fiscal Impact: None G/L Account #

Recommendation: City backing of the Complete Streets concept is recommended.

COMPLETE STREETS RESOLUTION

Moved by Commissioner Gerrie, supported by Commission Lynn

WHEREAS, the term "Complete Streets" describes a comprehensive, integrated transportation network with infrastructure and design that allows safe and convenient travel along and across streets for all users, including pedestrians, bicyclists, motor vehicle drivers, public transportation riders and drivers, and people of all ages and abilities, including children, youth, families, older adults, and individuals with disabilities; and

WHEREAS, the Sault Ste. Marie City Commission wishes to encourage walking, bicycling, and public transportation use as safe, convenient, environmentally friendly, and economical modes of transportation that promote health and independence for all people; and

WHEREAS, the Sault Ste. Marie City Commission recognizes that the careful planning and coordinated development of Complete Streets infrastructure could offer long-term cost savings for local and state government, benefit public health, and provide financial benefits to property owners, businesses, and investors, while yielding a safe, convenient, and integrated transportation network for all users; and

WHEREAS, the Sault Ste. Marie City Commission recognizes the importance of street infrastructure and modifications that enable safe, convenient, and comfortable travel for all users, such as sidewalks, shared use paths, bicycle lanes, paved shoulders, street trees and landscaping, planting strips, accessible curb ramps, crosswalks, refuge islands, pedestrian signals, signs, street furniture, bicycle parking facilities, public transportation stops and facilities, and other features assisting in the provision of safe travel for all users, such as traffic calming circles, narrow vehicle lanes, raised medians, and road diets;

NOW, THEREFORE, BE IT RESOLVED that the Sault Ste. Marie City Commission, recognizing the importance of creating streets that enable safe travel by all users, supports the adoption of streets policies and practices by the City of Sault Ste. Marie that will help to create a transportation network in the City of Sault Ste. Marie that encourages multi-modal transportation where appropriate;

BE IT FURTHER RESOLVED that the City Commission recommends that the City of Sault Ste. Marie, to the extent feasible, should include Complete Streets design considerations and practices as a routine part of municipal infrastructure planning and implementation, and approach transportation projects and programs as an opportunity to improve public and private streets and the transportation network for all users, working in coordination with other departments, agencies, and jurisdictions;

BE IT FURTHER RESOLVED, that the City Commission supports the adoption of policies and procedures to promote and create streets that provide for safe and convenient travel for all users within the City of Sault Ste. Marie within the existing administrative framework for overall city planning, engineering, traffic control, and access management.

Carried: Yeas: Mayor Bosbous, Commissioner Bauer, Gerrie, Lynn, Munsell, and Stefanski
Nays: Commissioner Burton

I HEREBY CERTIFY that the foregoing is a true and complete copy of a resolution authorized by the City Commission of the City of Sault Ste. Marie, County of Chippewa, State of Michigan, at a regular meeting held on August 2, 2010 and that said meeting was conducted and public notice of said meeting was given pursuant to and in full compliance with the Open Meetings Act, and that the minutes of said meeting were kept and will be or have been made available as required by said Act.

Robin R. Troyer

ROBIN R. TROYER CMC, CITY CLERK

Appendix C - Bicycle/Pedestrian Funding Opportunities

Table 8

	NHS	STP	HSIP	SRTS	TEA	CMAQ	RTP	FTA	TE	BRI	402	PLA	TCSP	JOBS	FLH	BYW
Bicycle and pedestrian plan		*				*						*	*			
Bicycle lanes on roadway	*	*	*	*	*	*		*	*	*					*	*
Paved Shoulders	*	*	*	*	*	*				*					*	*
Signed bike route	*	*		*	*	*									*	*
Shared use path/trail	*	*		*	*	*	*			*					*	*
Single track hike/bike trail							*									
Spot improvement program		*	*	*	*	*										
Maps		*		*		*					*					
Bike racks on buses		*			*	*		*	*							
Bicycle parking facilities		*		*	*	*		*	*							*
Trail/highway intersection	*	*	*	*	*	*	*								*	*
Bicycle storage/service center		*		*	*	*		*	*				*	*		
Sidewalks, new or retrofit	*	*	*	*	*	*		*	*	*					*	*
Crosswalks, new or retrofit	*	*	*	*	*	*		*	*						*	*
Signal improvements	*	*	*	*	*	*										

	NHS	STP	HSIP	SRTS	TEA	CMAQ	RTP	FTA	TE	BRI	402	PLA	TCSP	JOBS	FLH	BYW
Curb cuts and ramps	*	*	*	*	*	*										
Traffic calming		*	*	*									*			
Coordinator position		*		*		*							*			
Safety/education position		*		*		*					*					
Police Patrol		*		*							*					
Helmet Promotion		*		*	*						*					
Safety brochure/book		*		*	*	*	*				*					
Training		*		*	*	*	*				*					

KEY

NHS	**National Highway System**	**BRI**	**Bridge**
STP	Surface Transportation Program	402	State and Community Traffic Safety Program
HSIP	Highway Safety Improvement Program	PLA	State/Metropolitan Planning Funds
SRTS	Safe Routes to School Program	TCSP	Transportation and Community and System Preservation Pilot Program
TEA	Transportation Enhancement Activities	JOBS	Access to Jobs/Reverse Commute Program
CMAQ	Congestion Mitigation/Air Quality Program	RTP	Recreational Trails Program
FLH	Federal Lands Highway Program	FTA	Federal Transit Capital, Urban & Rural Funds
BYW	Scenic Byways	TE	Transit Enhancements

Table 9

Funding Sources for Complete Streets in Michigan

Eligible projects	Funding Sources (see code below for agency name, contacts)	Funded Michigan Example (Funding Type): Details
Bicycle/Pedestrian Plan	MTF, STP, TCSP, CDBG, TCSP, PLA, DALMAC, Pokagon Fund	Macomb County, CDBG: http://www.macombcountymi.gov/mcped/In%20the%20news%20files/April%202010/Trails%20to%20be%20linked.pdf
On-road bicycle lanes	MTF, NHS, STP, HSIP, SRTS, TEA, CMAQ, FTA, TE, BRI, FLH, BYW, CDBG, BB	Detroit, TE matching funds: http://www.msnbc.msn.com/id/44847249/ns/travel-destination_travel/t/-mile-bike-lane-connects-detroit-neighborhoods/
Paved shoulders	MTF, NHS, STP, HSIP, SRTS, TEA, TE, CMAQ, BRI, FLH, BYW, CDBG	Houghton County and Tuscola County, TE: http://www.michigan.gov/documents/mdot/MDOT_AWARD_SUMMARY_110207_215846_7.pdf
Signed bike route	MTF, NHS, STP, SRTS, TEA, CMAQ, FLH, BYW, TD, LWCF, DALMAC, Pokagon Fund	Harbor County Trails, Pokagon Fund: http://pokagonfund.org/Grant_view.asp?GrantID=22
Shared use path/trail	MTF, NHS, STP, SRTS, TEA, CDBG, CMAQ, RTP, BRI, FLH, BYW, TD, BB, MNRTF, MRP, DCBG, DDA, BHC, TIGER, RIF, LWCF, CMP, Kodak American Greenways Program, DALMAC	Manchester, Kodak American Greenways Program: http://www.heritage.com/articles/2011/11/10/manchester_enterprise/news/doc4ebbec25b4a28370356694.txt Jackson to Concord, Bikes Belong (BB): http://www.bikesbelong.org/grants/current-grants/grants-awarded/?page=27 Saginaw and Tuscola Counties, 1%: http://www.michigan.gov/mdot/0,4616,7-151-9620_11057_49702-191444--,00.html
Maps	MTF, STP, SRTS, 402, DALMAC	
Bike racks on buses	MTF, STP, TEA, CMAQ, FTA, TE, DALMAC	Lansing, DALMAC and TE: http://www.michigan.gov/mdot/0,4616,7-151-9620_11057-260754--,00.html
Trail/Highway Intersection	MTF, NHS, STP, HSIP, SRTS, TEA, CMAQ, RTP, FLH, BYW, HEP	School Districts Statewide, SRTS: http://www.michigan.gov/mdot/0,4616,7-151-9615_11261_41987-242719--,00.html
Sidewalks, new or retrofit	MTF, NHS, STP, HSIP, SRTS, TEA, CMAQ, FTA, TE, BRI, FLH, BYW, CDBG, HEP	East Lansing, Saginaw Pathways Project (TE): http://www.cityofeastlansing.com/NewsReleases/articleType/ArticleView/articleId/314/Saginaw-Pathways-Project-to-Break-Ground-in-2010/ Saginaw and Roscommon Counties, SRTS: http://www.michigan.gov/mdot/0,1607,7-151-9620-259397--,00.html
Signal improvements	MTF, NHS, STP, HSIP, SRTS, TEA, CMAQ, RHC, HEP	
Curb cuts and ramps	MTF, NHS, STP, HSIP, SRTS, TEA, CMAQ, RHC, HEP	Wayne County, TE matching grant: http://www.michigan.gov/mdot/0,4616,7-151-9620_11057-260754--,00.html

Eligible projects	Funding Sources (see code below for agency name, contacts)	Funded Michigan Example (Funding Type): Details
Traffic calming	MTF, STP, HSIP, SRTS, TCSP, CID, RHC, HEP	Schools Statewide, SRTS: http://www.michigan.gov/mdot/0,1607,7-151-9620-259397--,00.html
Bike storage or service facility	MTF, STP, SRTS, TEA, CMAQ, FTA, TE, BRI, TCSP, JOBS, DALMAC	Traverse City, Tart Trails, DALMAC: http://www.biketcba.org/dfund/dalmacfundreports/TART%20Trails%20Report.pdf
Purchase of land or ROW	MNRTF	East Lansing, MNRTF: http://www.cityofeastlansing.com/Home/Departments/ParksRecreationArts/AboutFacilitiesParks/MichiganNaturalResourcesTrustFund/

Abbreviations

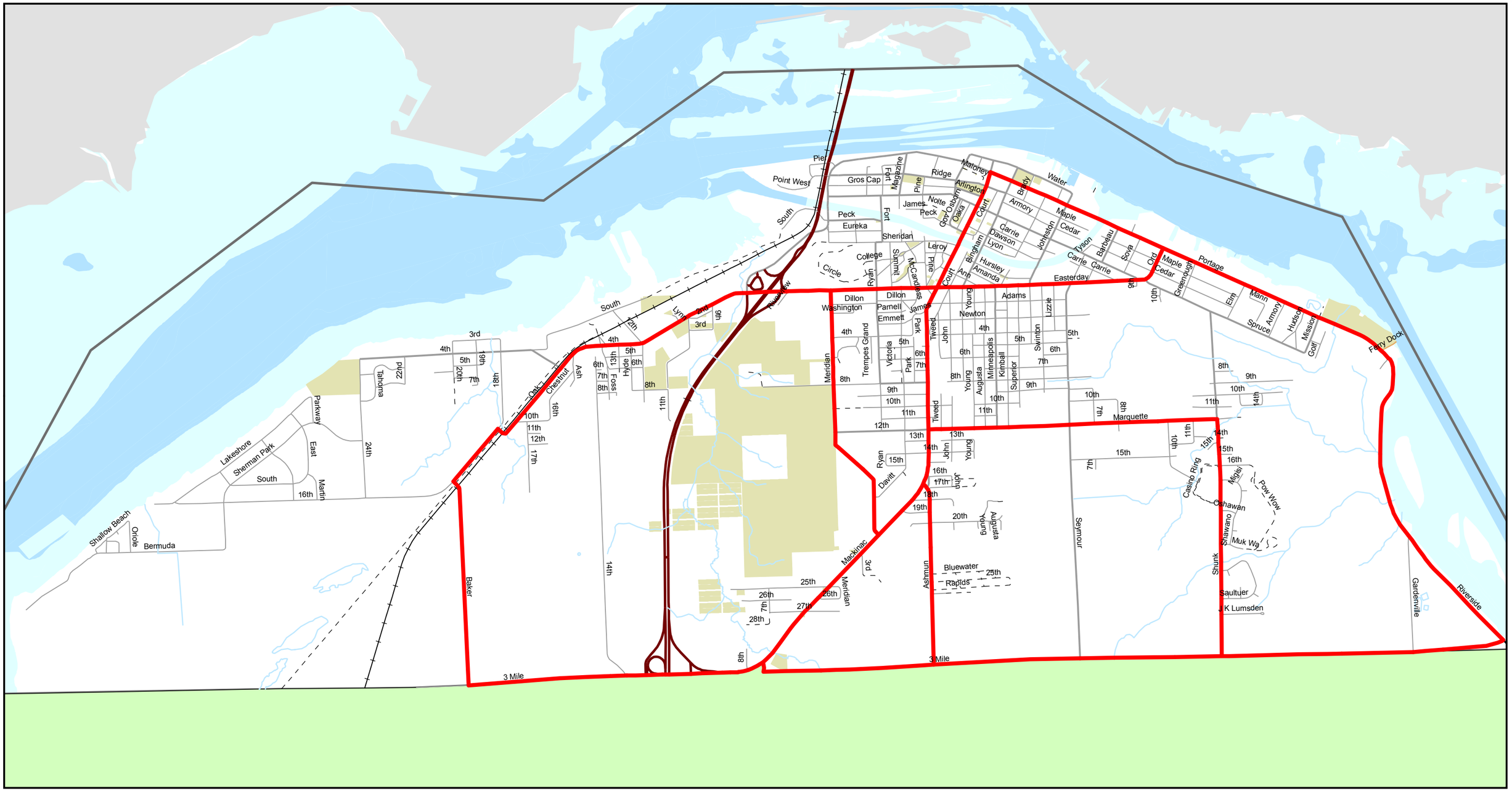
- MTF: Michigan Transportation Funds. Includes the Section 10k of PA 51 of 1951 requirement that a MINIMUM average of 1% of these transportation funds be used for non-motorized. http://www.mi.gov/documents/mdot/MDOT_Act51_Training_Non-motorized_283448_7.pdf
- 402: State and Community Traffic Safety Program (http://safety.fhwa.dot.gov/policy/section402)
- BB: Bikes Belong Grant (http://www.bikesbelong.org/grants/apply-for-a-grant/)
- BRI: Highway Bridge Program (http://www.fhwa.dot.gov/bridge/hbrrp.htm)
- BHC: Building Healthy Communities Program, MDCH (http://www.michigan.gov/mdch/0,1607,7-132-2940_2955_2959_53566---,00.html)
- BYW: Scenic Byways (http://www.fhwa.dot.gov/hep/byways/index.htm)
- CDBG: Community Development Block Grant (http://www.michiganadvantage.org/Community-Development-Block-Grants/)
- CMAQ: Congestion Mitigation/Air Quality Program (http://www.fhwa.dot.gov/environment/air_quality/cmaq/index.cfm)
- CMP: Coastal Management Program (http://www.irlee.umich.edu/ceap/resourceguidesceapspecific/Michigan_State_FundingGuide_Revised_Feb2011.pdf - p. 180)
- CS: Cost Share Programs (no central website as these are specific to each jurisdiction's priorities
- DALMAC: Dick Allen Lansing to Mackinac Bicycle Fund (http://www.biketcba.org/dfund/dfund.html)
- DDA: Downtown Development Authority
- FLH: Federal Lands Highway Program (http://flh.fhwa.dot.gov/)
- FTA: Federal Transit Capital, Urban & Rural Funds (http://www.fta.dot.gov/funding/grants_financing_263.html)
- HSIP: Highway Safety Improvement Program (http://safety.fhwa.dot.gov/hsip/)
- HEP: Hazard Elimination
- JOBS: Access to Jobs/Reverse Commute Program (http://www.fta.dot.gov/funding/grants/grants_financing_3550.html)
- Kodak American Greenways Program (http://www.conservationfund.org/kodak_awards)
- LWCF: Land and Water Conservation Fund – State Assistance Program/matching funds (http://www.nps.gov/ncrc/programs/lwcf/manual/lwcf.pdf)

- MNRTF: Michigan Natural Resources Trust Fund (http://www.michigan.gov/dnr/0,4570,7-153-58225_37985-124961--,00.html)
- NHS: National Highway System
- RTP: Recreational Trails Program (http://www.fhwa.dot.gov/environment/rectrails/index.htm)
- MRP: Michigan Recreation Passport (http://www.michigan.gov/dnr/0,4570,7-153-58225_58701--,00.html)
- RIF: Recreation Improvement Fund (http://www.michigan.gov/documents/dnr/IC1905-RECREATION_GRANT_SELECTION_BOOKLET-2011__2__357362_7.pdf - p. 26)
- RHC: Railway-Highway Crossing Program (http://www.fra.dot.gov/rrs/pages/fp_86.shtml)
- SRTS: Safe Routes to School Program (http://safety.fhwa.dot.gov/saferoutes/)
- TIFA: Tax Increment Financing Authority under PA 450 of 1980

**This list is NOT exhaustive. For example, many private foundations will support the development of bicycle, pedestrian, and transit infrastructure. Michigan communities have other funding mechanisms to support your projects, including local property tax millages, general funds, and assessments.

**Note that most Federal-aid highway funding programs require a 20% State match of Federal funds. This general rule is adjusted for States with significant Federal land holdings: a sliding scale up to 95 percent Federal funding is determined according to the percentage of Federal land holdings in the State. The matching ratio for bicycle and pedestrian projects is the same as for all other activities under the same program. Other funders include local non-profit organizations, foundations, businesses, other creative public/private partnerships such as Community and Neighborhood Improvement Districts.

Appendix D – Facility Maps



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Legend

NFC

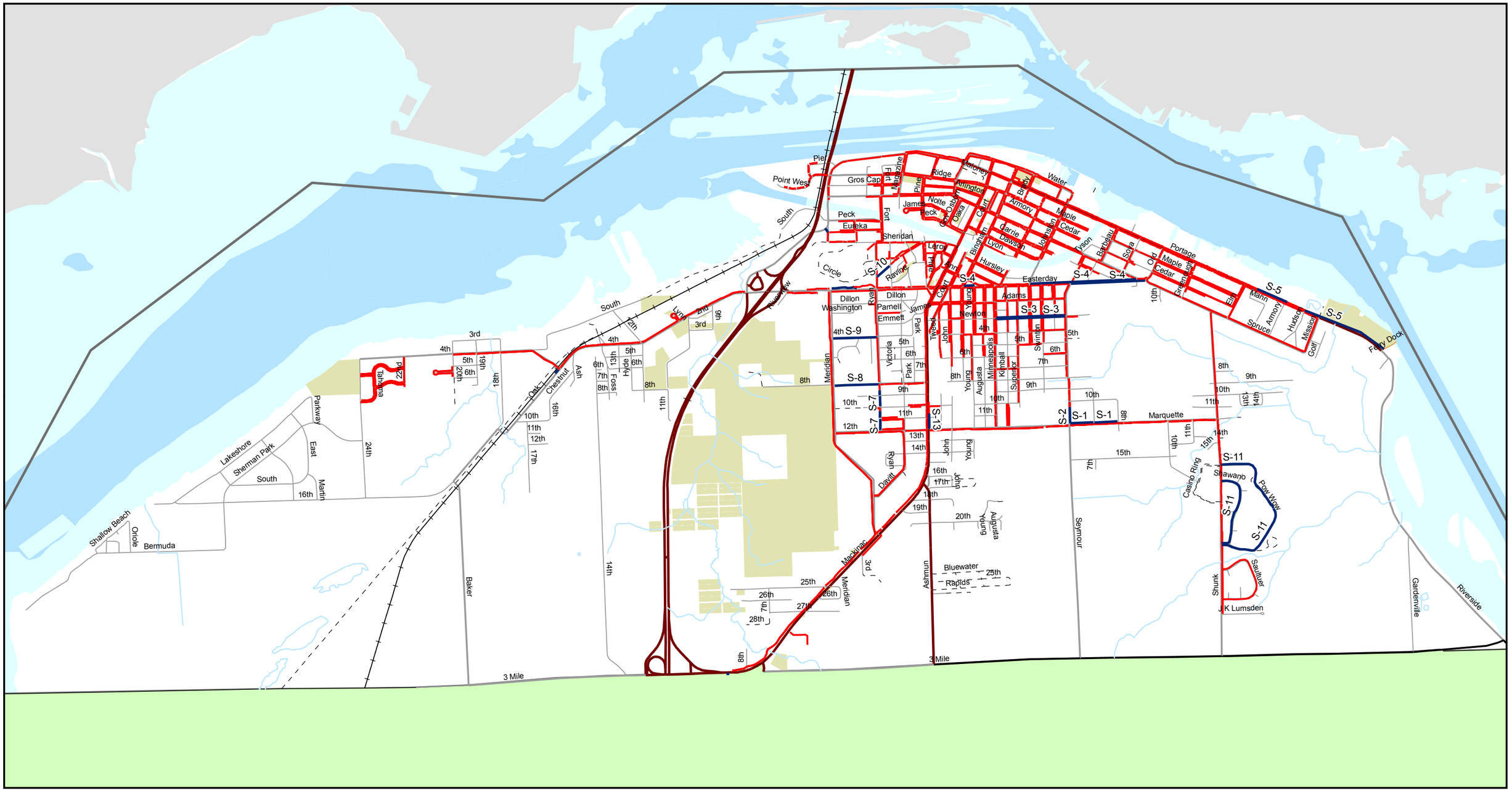
- Act 51 Roads
- Railroad
- Rivers
- State Trunkline
- County Primary
- County Local
- City Major
- City Minor
- Other Public Road
- Non-Public Road
- City Owned Land
- Soo Twp. Boundary
- City Boundary

N

This map should be used for general planning purposes only. EUPRPDC shall not be held liable for any errors in the GIS data. This includes errors of omission,errors concerning the content of the data, and relative and positional accuracy of the data. Source information used for this map may have been collected at different scales or times, resulting in inconsistencies among features represented together on this map.

Map 1
City of Sault Ste. Marie
Non-Motorized Transportation Facilities
National Functional Class
Minor Arterial Collectors

August, 2012



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Legend

Sidewalk
- Existing
- Proposed

- Railroad
- Rivers
- State Trunkline
- County Primary
- County Local
- City Major
- City Minor
- Other Public Road
- Non-Public Road
- City Owned Land
- Soo Twp. Boundary
- City Boundary

N

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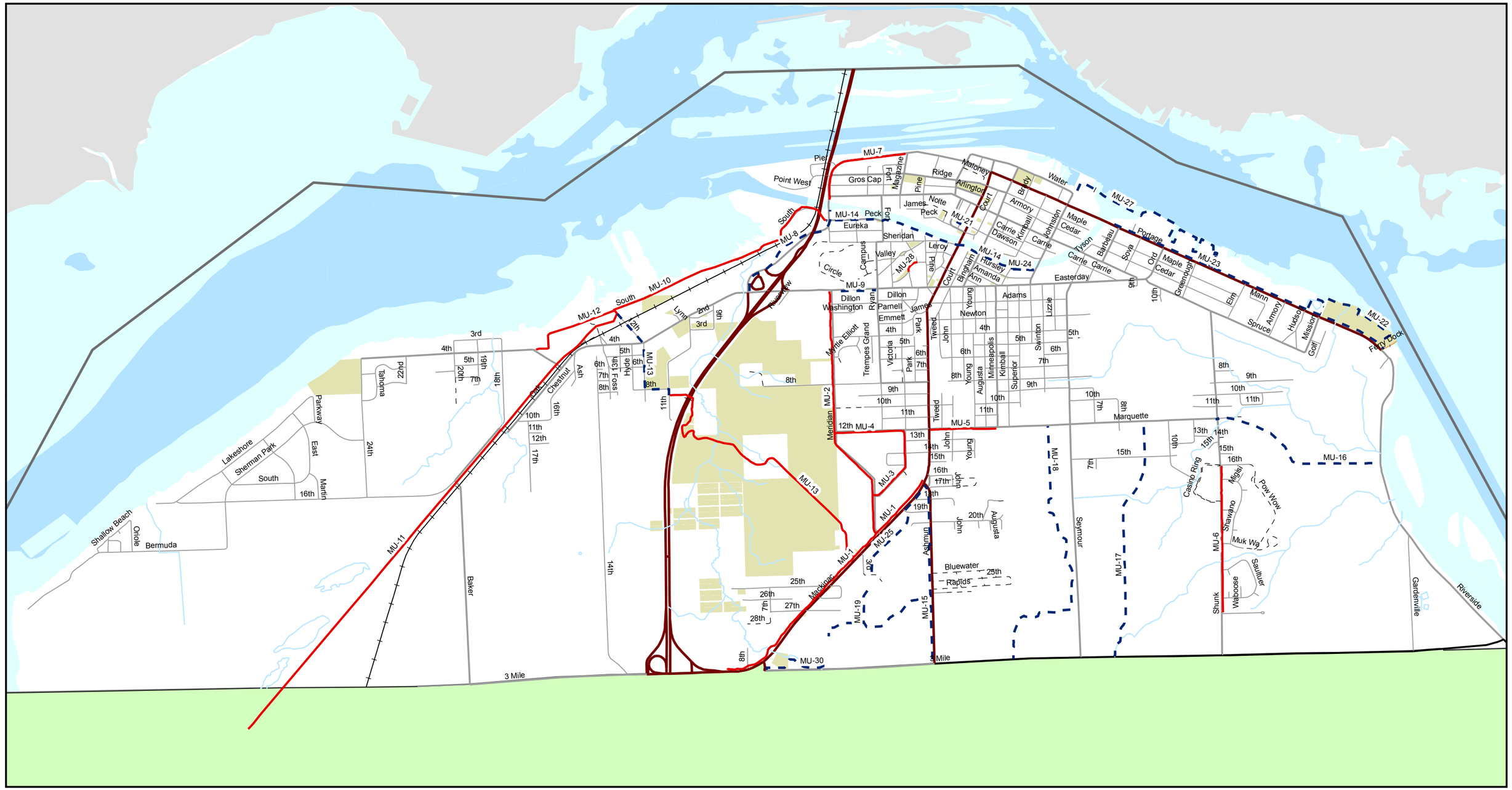
Map 2
City of Sault Ste. Marie
Non-Motorized Transportation Facilities
Existing and Proposed Sidewalks

August, 2012



Legend

Multi-Use Path Type

- Existing
- Proposed

- Railroad
- Rivers
- State Trunkline
- County Primary
- County Local
- City Major
- City Minor
- Other Public Road
- Non-Public Road
- City Owned Land
- Soo Twp. Boundary
- City Boundary

N

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Map 3
City of Sault Ste. Marie
Non-Motorized Transportation Facilities
Existing and Proposed Multi-Use Paths

August, 2012

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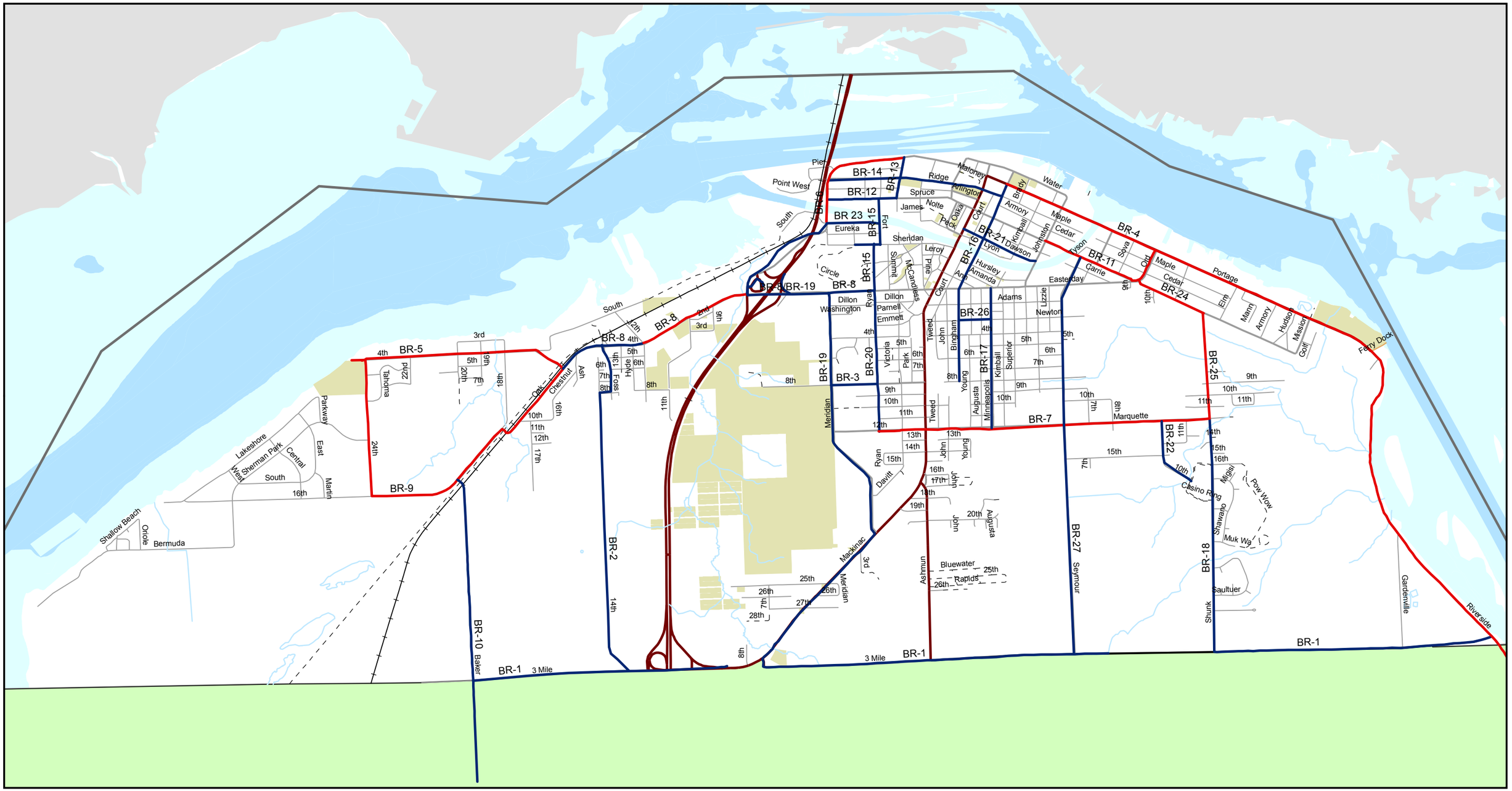

Legend

Bike Route
- Existing
- Proposed

Railroad
Rivers
State Trunkline
County Primary
County Local
City Major
City Minor
Other Public Road
Non-Public Road
City Owned Land
Soo Twp. Boundary
City Boundary

N

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Map 4
City of Sault Ste. Marie
Non-Motorized Transportation Facilities
Existing and Proposed Bike Routes

August, 2012

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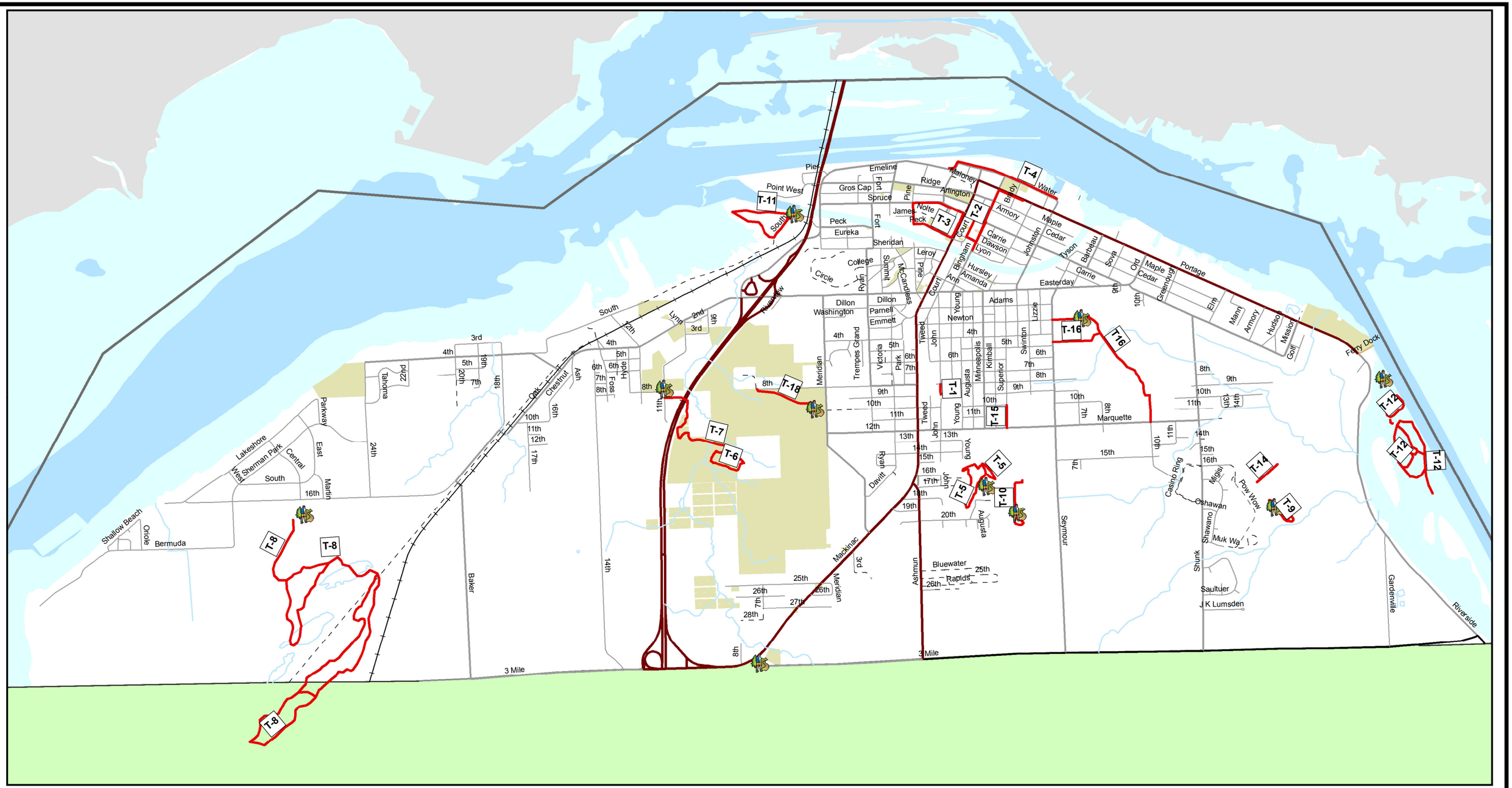

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Legend

Trails — Railroad — State Trunkline — County Local — City Minor — City Owned Land

Rivers — County Primary — City Major — Other Public Road — Soo Twp. Boundary

Non-Public Road — City Boundary

N

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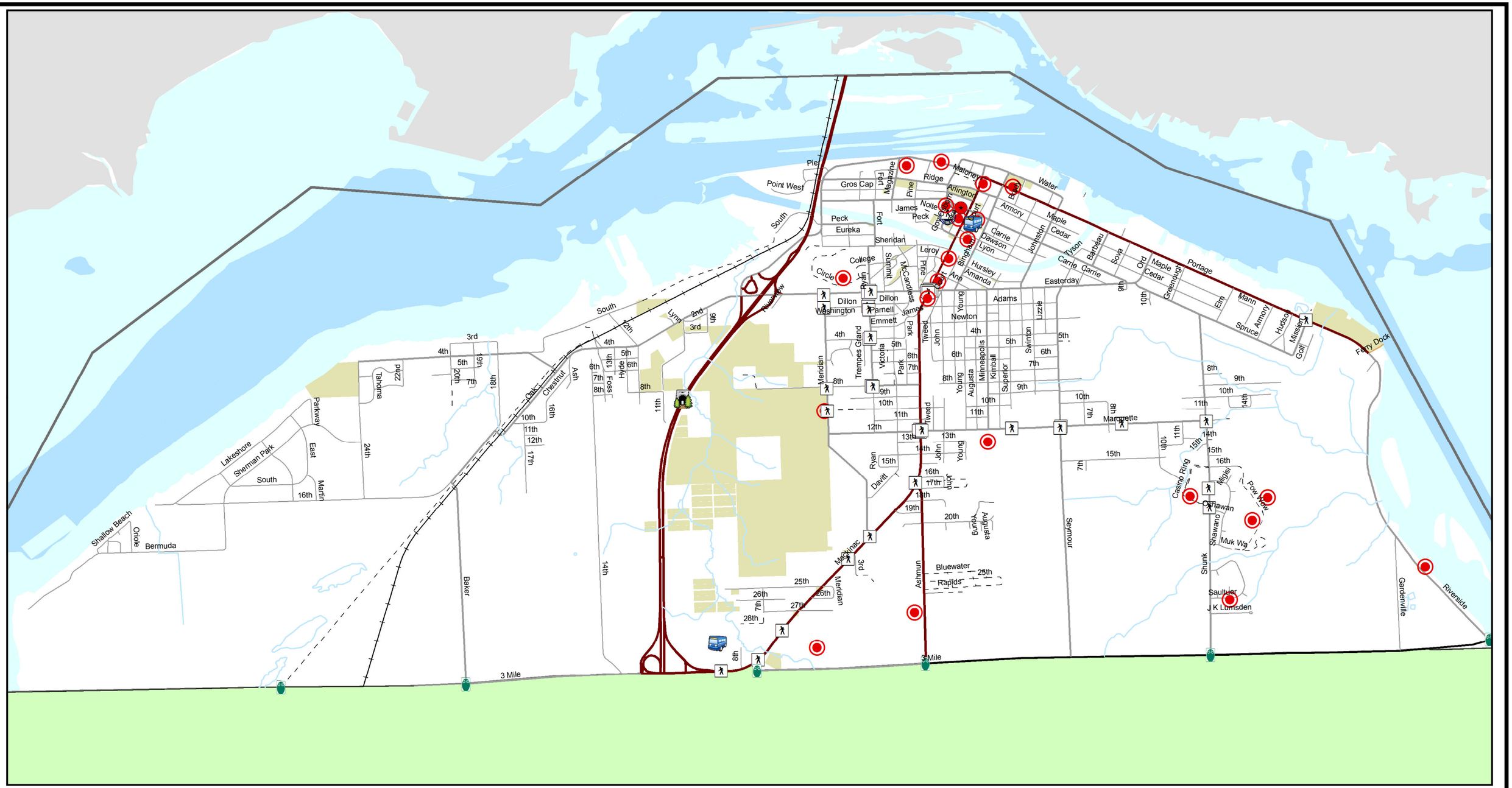
Map 5
City of Sault Ste. Marie
Non-Motorized Transportation Facilities
Trails & Trailheads



Legend

Points of Interest

- ACC
- Area of Concern
- Bike Locker
- Bike Rack
- Bus Shelter
- Crosswalk
- Tunnel
- Railroad
- Rivers
- State Trunkline
- County Primary
- County Local
- City Major
- City Minor
- Other Public Road
- Non-Public Road
- City Owned Land
- Soo Twp. Boundary
- City Boundary

N

This map should be used for general planning purposes only. EUPRPDC shall not be held liable for any errors in the GIS data. This includes errors of omission,errors concerning the content of the data, and relative and positional accuracy of the data. Source information used for this map may have been collected at different scales or times, resulting in inconsistencies among features represented together on this map.

Map 6
City of Sault Ste. Marie
Non-Motorized Transportation Facilities
Crosswalks, Bike Parking & Areas of Concern

August, 2012

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Sault Ste Marie Tribe of Chippewa Indians
Strategic Alliance for Health (SAH)
Complete Streets Survey Results
Sault Ste. Marie—Baseline 2010

Introduction

Between September and November 2010, the Sault Ste Marie Tribe of Chippewa Indians' Strategic Alliance for Health project administered a survey to a random sample of residents in Sault Ste. Marie, Michigan. The purpose of the survey was to gather information about community members' awareness and perceptions of the community as a place for walking and biking, as well as their habits related to physical activity, in order to promote project planning and evaluate long term outcomes of the SAH project.

Methods

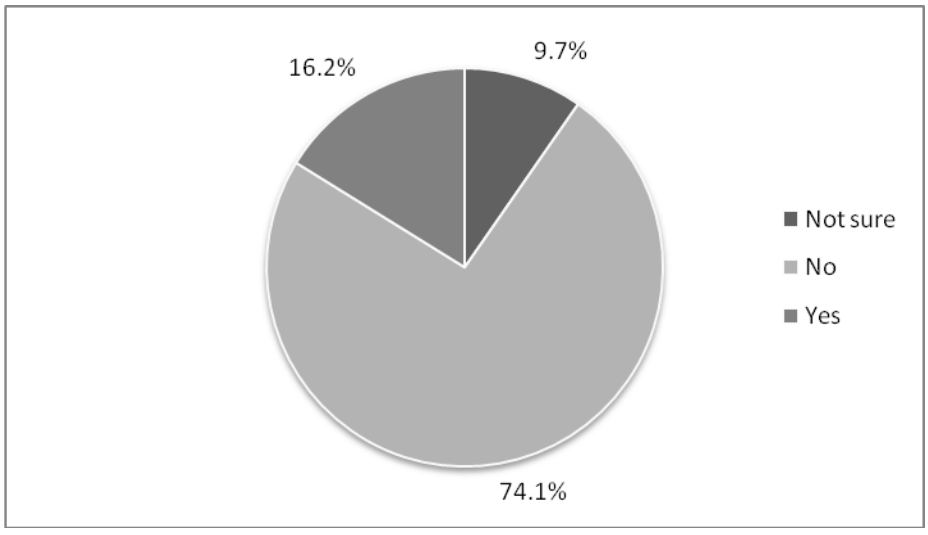
Using address lists from the U.S. Postal Service, the Sault Tribe SAH project mailed a hard copy survey to a random sample of households in Sault Ste. Marie. The survey questionnaire had eight questions with forced choice answer options, and one open-ended opinion question to elicit respondent opinions about walking and biking in the community. A postage-paid envelope was provided for the return of the survey. The survey did not collect any personally identifying information and therefore, the survey was anonymous. Survey responses were entered into an electronic database for analysis. A total of 2,250 surveys were distributed to randomly selected households in Sault Ste. Marie. 349 completed surveys were returned, resulting in a 16% response rate.

Results

Awareness

Results of the survey indicate that the majority of respondents from Sault Ste. Marie are unaware of the term or concept of 'Complete Streets'. About 16% (n=55) of respondents reported being aware of the concept of Complete Streets, while nearly three-quarters (74.1%, n=252) said that they were not aware of it, and approximately 10% (n=33) were unsure (Figure 1).

Figure 1. Awareness of 'Complete Streets' (N=340)

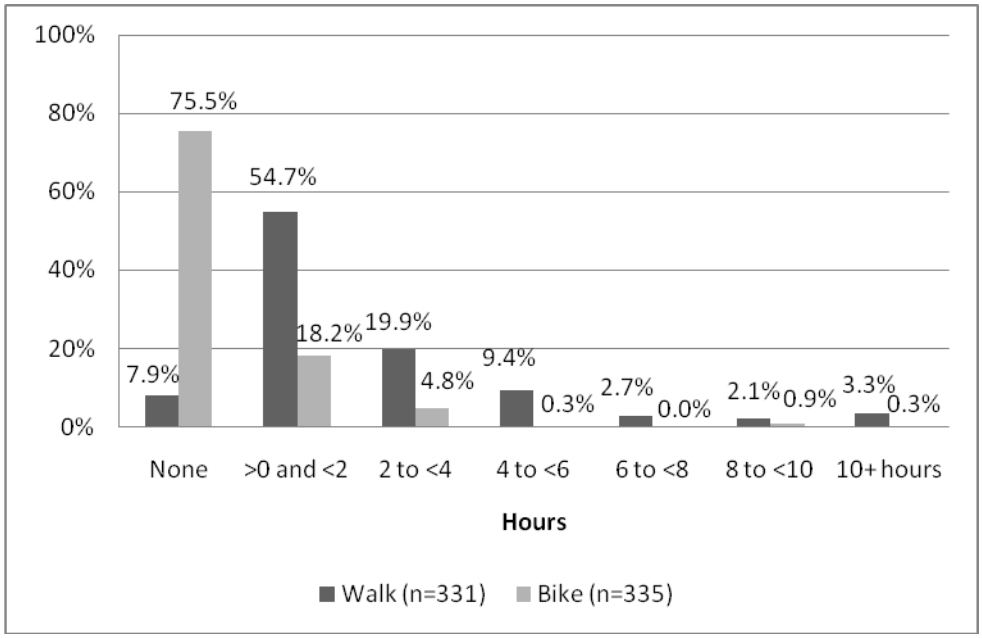


Physical Activity

Community members surveyed were asked a series of questions about the amount of time they spent walking and biking outdoors during the past week. On average, respondents reported walking outdoors about 2.85 total hours per week (including those who reported doing no walking in the past week) (Figure 2). Notably, approximately 55% (n=181) of survey respondents reported having walked outside for up to two hours, and 20% (n=66) reported walking between 2 and 4 hours per week. Conversely, almost 8% (n=26) reported that they did not walk outdoors at all in the past week (reported zero total minutes of walking).

"I would walk more with better trails and paths."

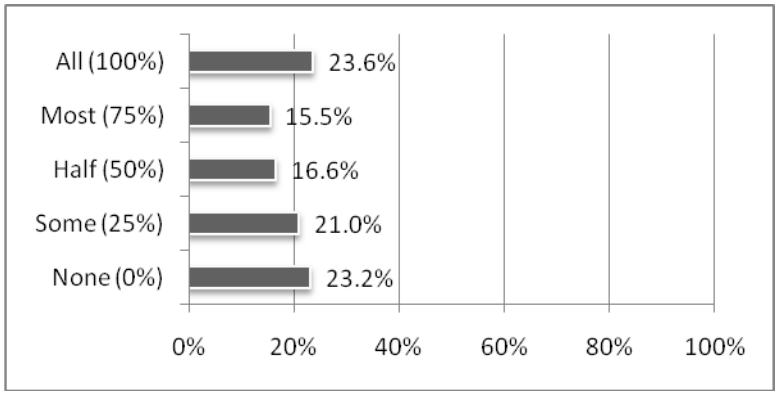
Figure 2. Total Hours Spent Walking and Biking Outdoors in the Past Week



The survey asked for respondents to estimate how much of the time they spent walking or biking was for the purpose of exercise, transportation, fun or social, or other reasons. It is important to note that the analysis of responses for purposes of walking and bicycling only included those respondents who reported more than zero minutes of walking or bicycling in the past week. Almost all (92.1%, n=305) respondents reported walking for at least some time over the past week, while only about one-quarter (24.5%, n=82) reported bicycling (Figure 2). Further, respondents could give more than one purpose for time spent walking and biking. Therefore, the percentages shown in Figures 3a-c and Figures 4a-c may exceed 100%.

The most common purpose reported for walking was exercise, with 55.7% (n=208) indicating they do this at least 'half of the time' and over 20% of respondents reporting 'all of the time' spent walking was for exercise. However, over 20% of respondents reported that 'none of the time' spent walking was for exercise, as shown in Figure 3a.

Figure 3a. Amount of Time Spent Walking for Exercise (N=271)



Transportation (22.0%, n=58) and fun or socially (26.7%, n=68) were reported by approximately one-quarter of respondents as purposes for walking a least 'half of the time' (Figures 3a-c). About one-quarter (24.6%, n=60) reported that they walk outdoors for other reasons, including walking the dog, for school or a job, yard work, or running errands.

Figure 3b. Amount of Time Spent Walking for Transportation (N=264)

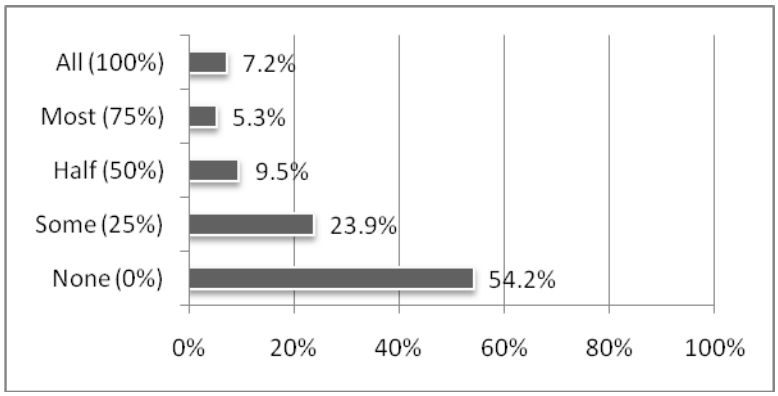
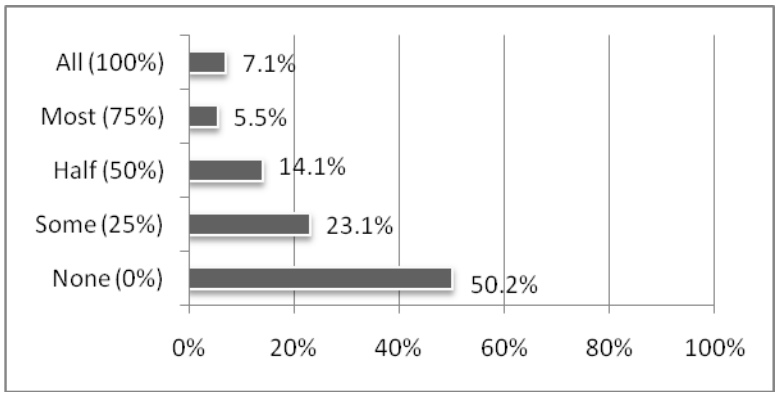


Figure 3c. Amount of Time Spent Walking for Fun or Socially (N=255)



Biking was reported much less frequently than walking. The average time spent bicycling outdoors (including those who reported no biking at all) was just over 30 total minutes in the past week. Approximately three-quarters (75.5%, n=253) of respondents reporting zero total minutes biking in the past week (see Figure 2). Slightly more respondents reported biking for exercises than those who reported walking for exercise (67.6% vs. 55.7%) at least 'half of the time'. Approximately 40%

(n=28) reported using bicycling as a form of transportation and nearly 27% (n=18) said that they did so for fun or socially. No other major reasons for bicycling were reported. Figures 4a-c display these results.

Figure 4a. Amount of Time Spent Biking for Exercise (N=77)

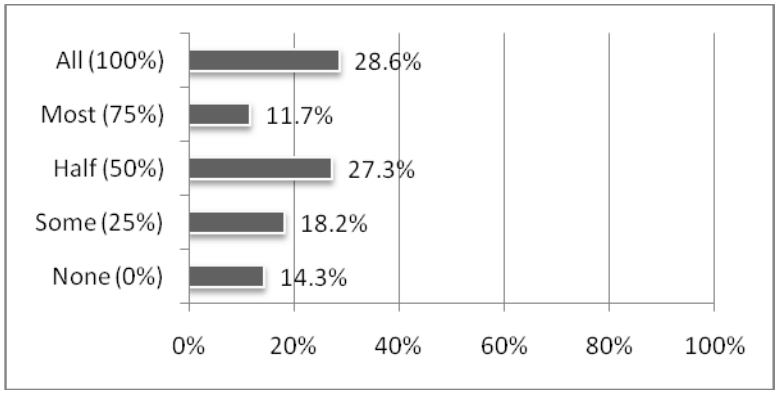


Figure 4b. Amount of Time Spent Biking for Transportation (N=71)

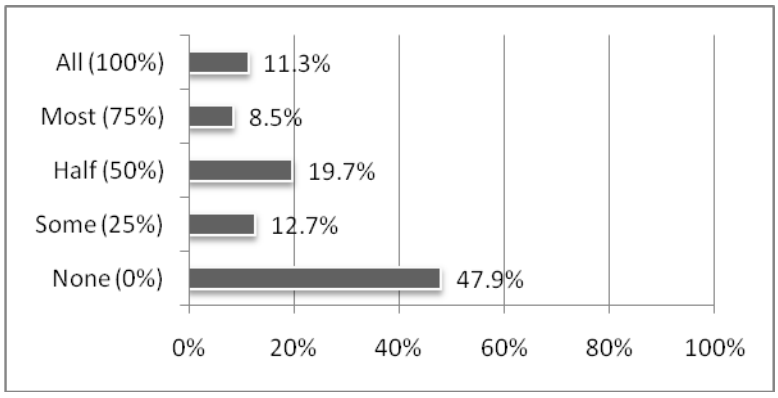
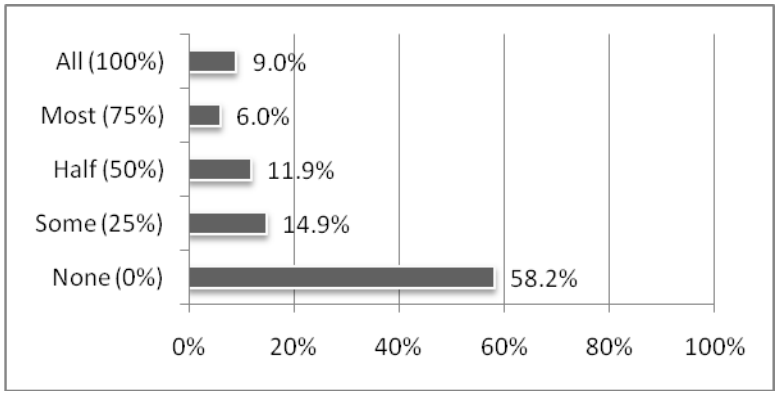


Figure 4c. Amount of Time Spent Biking for Social/Fun Activities (N=67)

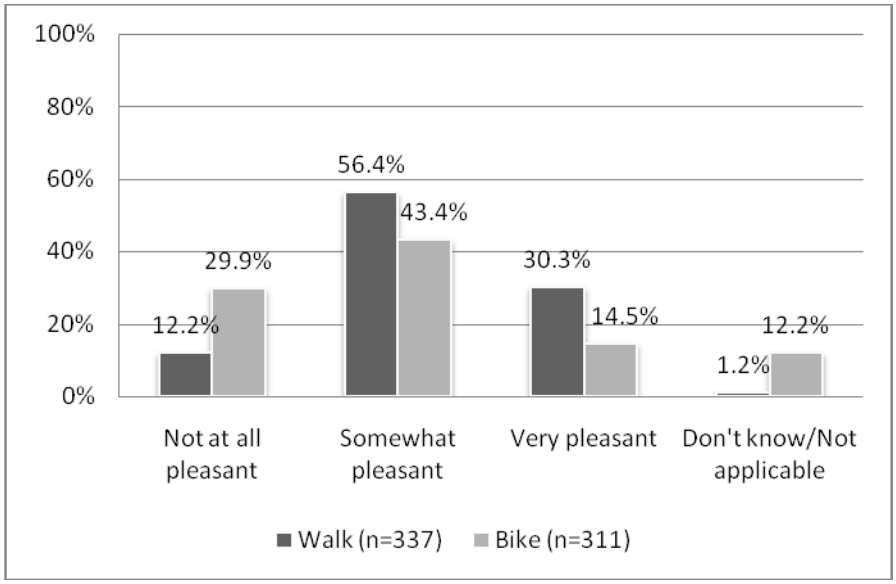


Perceptions of the Community and Safety

The survey asked respondents to rate the community of Sault Ste. Marie as a place to walk and bike. The most common response for walking was 'somewhat pleasant', reported by 56.4% (n=190) of respondents, followed by 30.3% (n=102) responding 'very pleasant'. Regarding rating the community as a place to bike, a considerable percentage were unsure (12.2%, n=38) of how they would rate the community as a place to bike. The largest percentage (43.4%, n=135) rated the

community as 'somewhat pleasant', while nearly 30% (29.9%, n=94) of respondents rated the community as 'not at all pleasant' (see Figure 5).

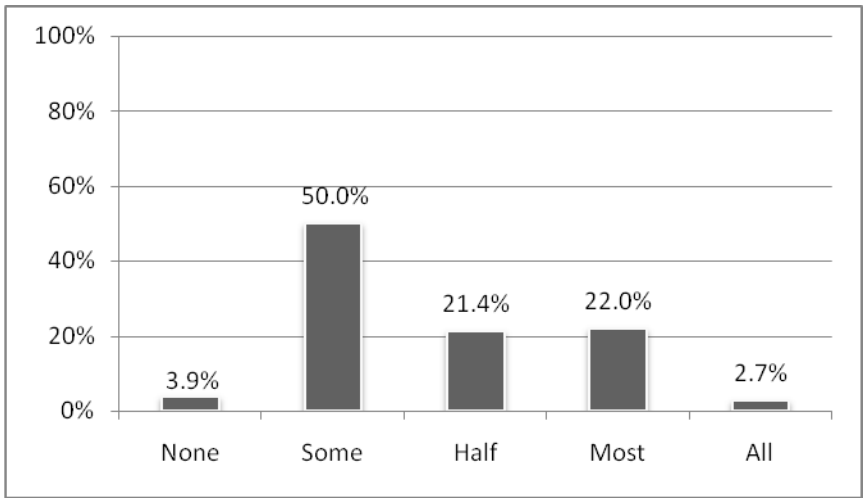
Figure 5. Perceptions of the Community as a Place to Walk and Bike



"I have seen a big improvement in the Sault's roads and sidewalks in the past one and one half years but so much more is needed to make family biking and walking safe for everyone."

Respondents were asked how many of the streets in the community are safe for bicyclists and walkers. The greatest percentage (50%, n=166) of respondents reported that only 'some' streets are safe for bicyclists and walkers, while 21% (n=71) reported that 'half' of the streets are safe, and 22% (n=23) said 'most' streets are safe (Figure 6).

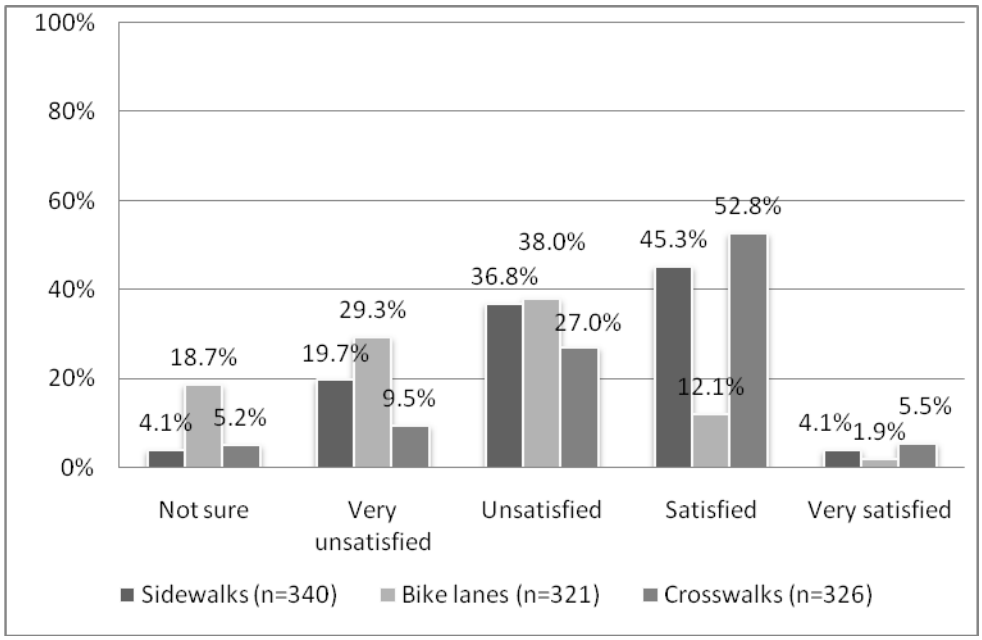
Figure 6. Amount of Streets Safe for Bicyclists and Walkers (N=332)



Community members were also asked about their degree of satisfaction with the non-motorized transportation infrastructure, including sidewalks, bike lanes, and crosswalks, with regards to characteristics such as the number, location, condition, and connectedness of the infrastructure. Overall, feedback was more positive for sidewalks and crosswalks, compared to bike lanes. Almost 53% (n=89) of respondents said that they are 'satisfied' and 11.8% said that they are 'very satisfied' with sidewalks. However, a notable 56.5% of respondents were not satisfied with sidewalks. Results were comparable for crosswalks, with nearly 55% (n=92) of respondents responding 'satisfied' and 6.5%

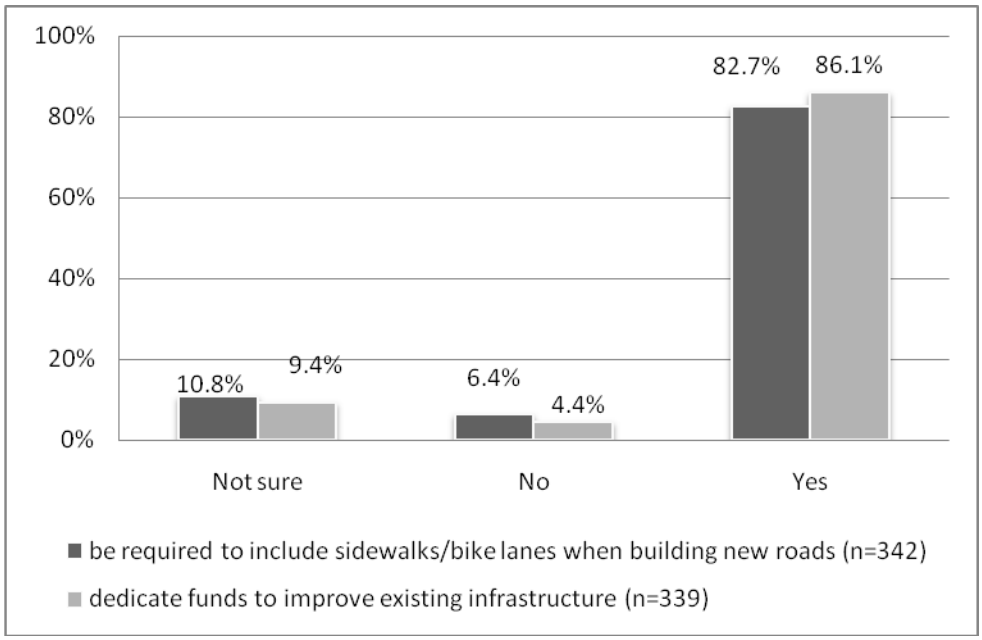
responding 'very satisfied'. However, the majority of respondents reported being unsatisfied (38.0%) or very unsatisfied (29.3%) with bike lanes. Overall, more than two-thirds of respondents (67.3%, n=111) of respondents were unsatisfied to some degree with bike lanes in Sault Ste. Marie (Figure 7).

Figure 7. Degree of Satisfaction with Infrastructure



Overall, community members who responded to this survey were supportive of government funding for and requirements related to improving community infrastructure for biking and walking. Almost 83% (n=283) of respondents expressed the opinion that government should be required to include sidewalks or bike lanes when building new roads, and over 86% (n=292) responded that the city/government should dedicate funds to the improvement of existing infrastructure (Figure 8). It is important to note that approximately 10% of respondents were not sure how to respond to these questions.

Figure 8. Opinions about Funding and Requirements for Biking and Walking Infrastructure



Other Important Findings

At the bottom of the survey respondents were invited to provide additional comments regarding the survey topics or the community of Sault Ste. Marie as a place for walking and biking in general. Surprisingly, 169 people wrote comments at the end of the survey.

Comments reflected a high level of support for trail development, bike lanes, and paths that were strictly for non-motorized vehicles. Others were of the opinion that drivers need to be more cautious.

There were some survey respondents that expressed concerns about community infrastructure improvement. The comments implied that their main concern with the issue pertained to the funding source for potential infrastructure developments, stating that tax increases would not be desirable.

Respondents also used the space provided to mention specific issues that need to be addressed with regards to walkability and bikability, stating that there are major safety issues with specific sidewalks and streets. Sidewalks were repeatedly described as broken, cracked, or completely eroded. Many comments suggested improvements such as bike racks, benches, street lights, and restrooms. . Specific areas of town that were mentioned included Business Spur and the water front/locks area. There were several comments recommending a boardwalk and walking paths near downtown. There were many comments about a need for clearing ice and snow from the sidewalks and roads in order to promote walking and biking during the winter season.

Discussion

Survey results indicate that there is a solid base of support for Complete Streets and for making Sault Ste. Marie a more walkable and bikeable community. However, further education and outreach is needed to increase awareness of the concept of Complete Streets and to resolve concerns about funding sources for infrastructure improvements.

The numerous comments related to poor sidewalk quality in Sault Ste. Marie indicate that SAH is filling a pressing need in the community by advocating for infrastructure improvements. The high number of respondents who reported walking for fun, exercise, or transportation, support the need for new sidewalks. Related to bikeability of the community, a large percentage of respondents perceive the community to be less pleasant and less safe for bicycling, which may be related to the low degree of satisfaction that respondents have with bike lanes in Sault Ste. Marie. However, the low ratings given to the community as a place to bike may be a factor in the low incidence of respondents who report performing this activity—although the timing of the survey near the end of fall and beginning of the winter months may also have played a role in responses to questions about biking.

> *"If the city would focus on being a healthy community, that would be an excellent goal. We have a beautiful city; it is sad that you have to drive to get anywhere."*

Survey results also point toward community support for government's role in improving the physical condition of the physical infrastructure. This is conducive to the coalition's continued progress in working with city officials and advocacy efforts for non-motorized transportation planning.

Visioning Input Session

November 16, 2011

City of Sault Ste. Marie
Non-Motorized Transportation Plan
Visioning Workshop
Wednesday, November 16, 2011
7:00 PM

INPUT WORKSHEET RESPONSES AS OF DECEMBER 31, 2011

Purpose of the Plan:		
The overall purpose of this plan is to identify and describe a safe, efficient, easy to use, high quality network of non-motorized transportation routes, bicycle lanes and multi-use pathways throughout Sault Ste. Marie supporting an alternative mode of transportation of walking or biking and connecting community members/visitors with destinations throughout the City and to neighboring routes and communities.		
Strongly Agree **40%**	**Agree, with Modifications** **33%**	**Disagree** **0%**

Comment:

1. Commuter routes to work, school & recreation.
2. I think an effort should also be made to include/encourage cross country skiing as part of the plan.
3. Try and keep simple. We want to ID existing, proposed, and planned routes as well as gaps in the current system. Improve all non-motorized transportation and recreational trails for the community and visitors and then make connections with neighboring routes and communities. Create choices in transportation not simply catering to cars. We should move people and goods, not only in cars and trucks! But that's just my soapbox opinion!

Remove - an alternative mode of transportation of...and replace with - as transportation options

4. I would remove the term "alternate" because that term assumes vehicles are the primary mode of transportation. We want "non-motorized" transportation, not "alternate". Non-motorized should be primary!
5. Also include off-road bicycling/multi-use trails for recreational and/or euphoric use.
6. COMMENT ON "CITY OF SAULT STE. MARIE": UNDER MOST CIRCUMSTANCES A PLAN SUCH AS THE ONE INVISIONED SHOULD BE COMMUNITY SPECIFIC, UNLESS THE PLAN OBJECTIVE IS INTER-COMMUNITY IN NATURE AND OTHER COMMUNITIES ARE PARTICIPATING IN THE PLAN DEVELOPMENT. HOWEVER, IN THE CASE AT HAND WE HAVE TWO OVERLAPPING, INTERMINGLED COMMUNITIES, THE CITY OF SAULT STE MARIE AND THE SAULT TRIBE OF CHIPPEWA INDIANS. BECAUSE OF THE EXTREMELY CLOSE PROXIMITY (WITH PARTIAL OVERLAPPING) OF THESE TWO COMMUNITIES WOULDN'T IT BE A GOOD IDEA TO AT LEAST ATTEMPT TO ELICIT FORMAL SAULT TRIBE PARTICIPATION, AS OPPOSED TO THE "YOUR INPUT IS WELCOME" APPROACH? THE IDEA WOULD BE "A JOINT NON-MOTORIZED TRANSPORTATION PLAN FOR THE CITY OF SAULT STE. MARIE AND FOR THE SAULT TRIBE OF CHIPPEWA INDIANS", OR SOMETHING TO THAT EFFECT. THE DETAILS WOULD HAVE TO BE WORKED OUT. THE SAULT TRIBE MIGHT NOT ACCEPT SUCH A PROPOSAL. HOWEVER, SIMPLY OFFERING THEM THE OPPORTUNITY TO FORMALLY PARTICIPATE MAY RESULT IN BETTER COOPERATION WHEN PLAN IMPLEMENTATION IS UNDERTAKEN. IF THE SAULT TRIBE SHOULD ACCEPT THE IDEA AND FORMALLY PARTICIPATE, ADDITIONAL PLAN IMPLEMENTATION FUNDING SOURCES MIGHT BECOME AVAILABLE. ONE NEGATIVE SIDE OF A "JOINT PLAN" WOULD BE THAT THE PLANNING PROCESS MIGHT BECOME MORE CUMBERSOME AND TIME CONSUMING. ANOTHER ISSUE MIGHT BE WHETHER OR NOT THE EUPRPDC HAS THE AUTHORITY OR AUTHORIZATION TO FORMALLY WORK WITH TRIBAL GOVERNMENTS.
7. As a cyclist and runner, I can't agree more on the need for improving existing pathways and bike lanes and for creating more bike paths and greenways. I especially support making use of the existing pathway by the power canal and significantly improving it. The idea of a multi-use pathway all the way to Brimley makes much sense. The current snowmobile path with an added bike lane (paved!) would be wonderful for cyclists. Also doing something similar to Soo, Ontario's waterfront, especially from the Boat Tours out to 3 Mile Road.
8. Suggested rephrasing: This plan will identify and describe safe and efficient non-motorized transportation routes, bicycle lanes, and multi-purpose pathways throughout Sault Ste. Marie that will support walking or biking and will provide users access both to destinations within the City and to neighboring routes and communities.

Vision of the Plan:

The vision of this plan is to create a non-motorized transportation system, as economically feasible as possible, which encourages residents and visitors to choose walking or biking, with safe and convenient access to identified important destination places, in all seasons. It is further envisioned that a network such as this will provide economical, recreational, environmental, promotional, social and cultural opportunities, and improving and investing in the transportation infrastructure for all modes of transportation will significantly enhance the quality of life in Sault Ste. Marie and be a benefit for future generations.

Strongly Agree	Agree, with Modifications	Disagree
53%	20%	0%

Comment:

1. Promote non-motorized commuting. Who?
2. It's all about creating options and a choice, again, lets keep it simple.

   Change to: The vision of this plan is to create an affordable non-motorized transportation system, which encourages residents and visitors to choose walking or biking, with safe and convenient access to identified important destination places in all seasons. Such a network will promote economical, recreational, environmental, social and cultural opportunities. The Plan will improve and invest in the transportation infrastructure for all modes of transportation to enhance the quality of life in Sault Ste. Marie, a benefit for future generations.
3. ATV connectivity is a big deal; some paths should be multi-use i.e. the old Ramada as a trailhead for ATV's to Brimley.
4. Change ...possible, that encourages - instead of which
5. COMMENT ON "NON-MOTORIZED TRANSPORTATION": IT MAY BE A GOOD IDEA TO BEGIN THE INPUT WORKSHEET AND ANY OTHER PLAN RELATED DOCUMENTS WITH A BRIEF DEFINITION OF TERMS SUCH AS "NON-MOTORIZED TRANSPORTATION" AND OTHERS, TO AVOID MISUNDERSTANDINGS LATER. SUCH DEFINITIONS COULD BE INCLUDED WITH A BRIEF RATIONALE FOR THE NEED TO DEVELOP A PLAN. IN ADDITION TO DEFINITION OF TERMS, THE PLANNING NEED RATIONALE SHOULD INCLUDE A LIST OF BASIC UNDERLYING FACTS AND ASSUMPTIONS THAT WERE USED WHEN ASSESSING THE NEED FOR A PLAN. PUTTING PLAN RATIONALE INFORMATION "UP FRONT" IN ALL PLAN RELATED DOCUMENTS CAN AVOID OR MINIMIZE FUTURE OBJECTIONS FROM THE ALWAYS PRESENT "WHAT'S WRONG WITH THE OLD WAY" CROWD.
6. Suggested rephrasing: This plan will create an economical non-motorized transportation system, which encourages residents and visitors to choose walking and biking, with safe and convenient, year-round access to major destinations. Additionally, this transportation system will provide commercial [note: replaces "economical"], recreational, environmental, promotional, social, and cultural opportunities. Improving and investing in the infrastructure for all modes of transportation will significantly enhance the quality of life in Sault Ste. Marie now and for future generations.

Goal - Connectivity

Develop a network of sidewalks, on-road and off-road bike lanes and non-motorized multi-use pathways that will link people to important destinations and link Sault Ste. Marie to neighboring communities.

Strongly Agree	Agree, with Modifications	Disagree
53%	13%	0%

Comment:

1. Every effort should be made to use the most important resource in the city, the St. Mary's river. With Sherman Park on the west and Rotary Park on the east a connector seems an obvious choice. Bike/walking paths should link schools with residential districts without causing road crossing safety/issues. Over/underpasses.
2. Connectivity should address destinations within the city for transportation and safe routes to school, separate from trails and recreation. It's basically the same except for the funding. Transportation safety first, then recreation.
3. Need to focus on SSM before worrying about neighboring cities.
4. Make it clear sidewalks are not for bicycle transportation.

Objective 1: Promote Regional Corridors that will connect communities and points of interest within the City.

Strongly Agree	Agree, with Modifications	Disagree
67%	7%	0%

1. I think also a link should be planned to connect to the national and state wide bike route plan.
2. City and regional priorities.
3. Identify points of interest. More in downtown.

Objective 2: Support maintenance and improvements, and where appropriate expansion of existing non-motorized facilities.

Strongly Agree	Agree, with Modifications	Disagree
60%	7%	0%

1. Each sidewalk in the city should be evaluated and improved to encourage walking. No street should ever be created without bike/walking features that really encourage non-motorized traffic. The spur for instance is simply not useful for people at this time as it encourages high speed auto traffic and no pedestrian islands. More cross walks on Ashmun would be useful.
2. But ensure that it's not just words in a plan that sits on a shelf. It shouldn't just be lip service. 1)maintain 2)improve 3)expand
3. Look into alternate street construction that incorporate green tech.
4. Lower objective rating.

Objective 3: Expand non-motorized transportation by utilizing on-road facilities such as striped bicycle lanes, wider paved shoulders and low volume paved side roads.

Strongly Agree	Agree, with Modifications	Disagree
73%	7%	0%

1. Education and enforcement

Objective 4: Inventory entire non-motorized transportation network including major residential areas and other major non-motorized travel generators, enter into GIS system and update every (X) years.

Strongly Agree	Agree, with Modifications	Disagree
40%	27%	0%

1. Provide directions and signage.
2. Update every year, with the technology it's a snap! Yearly review and updates.
3. Every 2-3 years.
4. Higher objective ranking.
5. Should be done at the very least every 5 years.
6. Not sure what "travel generators" refers to...

Objective 5: Eliminate all identified gaps in the non-motorized transportation system by Year (XXXX).

Strongly Agree	Agree, with Modifications	Disagree
47%	13%	7%

1. Don't push deadline out too far, say one year to identify the gaps. Then update yearly. ID gaps by 2013, it's a start and more will become obvious, but let's start with the major gaps.
2. Should be done first.
3. Higher objective ranking.
4. There will always be gaps. Focus more on connectivity of trails.

Goal - Safety

Provide non-motorized facilities to support safe travel within Sault Ste. Marie and connections to other communities whether for work, social, education, or recreation.

Strongly Agree	Agree, with Modifications	Disagree
60%	0%	7%

Comment:

1. Provide safe non-motorized travel opportunities
2. Statement doesn't seem to lead to the objectives. Suggested rephrasing: Create mechanisms to support safe, non-motorized travel within Sault Ste. Marie and to other communities, whether for work, social, educational, or recreational purposes.

Objective 1: Increase enforcement, education, and communication.

Strongly Agree	Agree, with Modifications	Disagree
60%	7%	0%

1. Yes, but how? Training for all city employees i.e. police, fire, engineers, dpw, etc. Improve education of 1)students 2)general public 3) city employees
2. Many people aren't that familiar with bike laws/pedestrian right-of-way.
3. Enforce what?
4. Stay on target. Website development Education/Communication minus enforcement.

Objective 2: Identify and implement best practices for improving pedestrian and bicycle safety.

Strongly Agree	Agree, with Modifications	Disagree
73%	0%	0%

1. A bit redundant, would we actually look for the worst practices?

Objective 3: Provide more non-motorized education information in current driver educations courses. Provide annual biker's safety courses.

Strongly Agree	Agree, with Modifications	Disagree
40%	13%	13%

1. Start with a weeklong Bicycle safety course in elementary school, before the spring and summer, then the kids can practice and be ready. Then, include and improve driver's ed course, safe bikers make better drivers.
2. Provide information to current drivers and future drivers.

Objective 4: Reduce the number and severity of crashes between motorized and non-motorized travelers by XX% in YY years.

Strongly Agree	Agree, with Modifications	Disagree
47%	7%	13%

1. What is the current percentage? Aim for 97.5% in 5 Years! Again let's not drag it out too far. Aim for the dirt and you'll never miss. Let's go big and not settle.
2. There's no excuse to have any in a small community.
3. Looks good on paper…difficult to implement.
4. It is always a good thing to stop injuries/fatalities but how exactly can that be reduced, besides implementing safer avenues of travel?

Objective 5: Provide uniform signage or markings along identified routes.		
Strongly Agree	**Agree, with Modifications**	**Disagree**
67%	**7%**	**0%**

1. Non-motorized connections to public transportation and car pools.
2. Also maps on display and for distribution.
3. Continuity is very important.

Goal – Economic Feasibility

To include planning for non-motorized transportation facilities from the beginning of transportation improvement and community development projects and research and apply for funding opportunities.

Strongly Agree	**Agree, with Modifications**	**Disagree**
53%	**20%**	**0%**

Comment:

1. Develop trust fund resources to support NMTP.
2. Downtown development depends on tourism and therefore improving the walkability of the city is essential and the number of campers with bikes continues to grow. They need to find the city friendly to their bikes and connect them to the locks and merchant areas of downtown.
3. Any state or federal funding for any program i.e. housing, safety, and environment should be consistent with and include non-motorized transportation. Ok maybe that's asking a lot! But if we don't ask we'll never get it!
4. Statement does not seem to lead clearly to the objectives. Suggested rephrasing: Initiate planning and identify funding mechanisms for a non-motorized transportation network, beginning with improvements to the existing transportation system, continuing with community development projects, and including researching and applying for funding opportunities.

Objective 1: Develop and adopt policies, codes, and/or ordinances, consistent with the City's overall Master Comprehensive Plan, Master Transportation Plan and Recreation Plan that remove gaps, overcome ADA barriers, and expand and maintain the non-motorized transportation system by year XXXX.		
Strongly Agree	**Agree, with Modifications**	**Disagree**
60%	**7%**	**0%**

1. 2013
2. Zoning/Building codes for businesses along route for bike racks, facilities, and sidewalks.

Objective 2: Research and know what State, federal and private funding opportunities are available, provide financial support and community support when applying for funding.

Strongly Agree	Agree, with Modifications	Disagree
73%	7%	0%

1. Shouldn't take too much work we know the pots of money let's just list them and include the application or on-line registration.
2. Suggested rephrasing: Research State, federal, and private funding opportunities, and be prepared to provide financial and community support when applying for such funding.

Objective 3: Provide a variety of options at different funding levels to achieve the desired result if possible.

Strongly Agree	Agree, with Modifications	Disagree
60%	13%	0%

1. What does this mean? We'll take what money we can get. These days there isn't much. Lets look for volunteer and community service too!
2. Higher objective.
3. No shortcuts!
4. Suggested rephrasing: Whenever possible, provide a variety of options, at different funding levels, capable of achieving the desired result.

Objective 4: Set up a funding mechanism specific to non-motorized transportation improvement and maintenance.

Strongly Agree	Agree, with Modifications	Disagree
60%	7%	

1. Local and grant supported.
2. I guess I just don't understand the point of #3 and #4.
3. Active funding raising!

Goal – Community

Institute changes that lead to a bicycle and pedestrian friendly community.

Strongly Agree	Agree, with Modifications	Disagree
53%	0%	0%

Comment:

1. Perimeter parking/staging resources so commuters can park and peddle or walk.
2. One of the most successful programs I have experienced is the use of public free bikes available to people in the downtown area. Usually they are painted alike and located at hubs of activity. A person simply uses a bike to get from one spot - for work,

commerce, tourism - and leaves it at the closest bike center. Recreation commissions usually are assigned the task of balancing out the bike centers after it is determined what the pattern of use is.
3. Social and environmental change.
4. We need an objective to establish cross walks/caution areas.
5. Education, Enforcement, Engineering, Encouragement

Objective 1: Provide more bike parking and a range of bike parking opportunities (such as downtown, shopping centers, tourist attractions, including some covered and secure.)

Strongly Agree	Agree, with Modifications	Disagree
53%	7%	0%

1. Definitely
2. Start with simple modifications to the downtown before we try and buy a bunch of expensive bike racks. All new buildings should include bike parking and pedestrian access. Tthere is non in the parking structure of the City Building!
3. Be consistent with design.
4. No real need for covered parking.

Objective 2: Provide bike racks on buses.

Strongly Agree	Agree, with Modifications	Disagree
27%	20%	13%

1. It would be nice if EUPTA would do so but I wonder if it would produce a positive effect. A regular schedule is usually found where buses do have racks.
2. Let's improve the bus/transit system before we worry about bike racks. Get a better bus system that stops Dial-a-Ride buses from going to the same place 10 mins apart.
3. Yes, but public transportation is not widely used.
4. What buses? EUPTA?
5. Shouldn't public transport be a part of this?

Objective 3: Establish family friendly non-motorized facilities (such as neighborhood routes to parks and schools.)

Strongly Agree	Agree, with Modifications	Disagree
53%	7%	0%

1. Encourage and educate the families to use what is there. Start in the schools and work back to the parents.
2. Many missing sidewalks in school neighborhoods.
3. ID neighborhoods - establish cross walks on busy streets that dissect neighborhood especially where parks are located.
4. Including sidewalks near schools. Sorely lacking in south side near Lincoln.

Objective 4: Establish annual events geared toward non-motorized transportation.

Strongly Agree	Agree, with Modifications	Disagree
60%	0%	7%

1. Tag Time Trial, Elementary Bike Rodeo's, Bike Registration, Walk to School/Work Days, Carpool/Take Transit Day, Tour de France Party, Bike Tune-up
2. Events are fun and great for community support.
3. Best to let other groups take care of this.

Objective 5: Seek out and engage community volunteers to participate in non-motorized transportation activities needed to maintain or improve facilities as identified by the planning process, such as faith-based organizations or bike clubs.

Strongly Agree	Agree, with Modifications	Disagree
53%	13%	0%

1. Scouts, students, employee groups
2. I do not know about faith based organizations, but bike clubs and scouts and community service programs in the schools should be involved.
3. Service clubs, LSSU students and organizations
4. Suggested rephrasing: Seek out and engage community volunteers (e.g., from faith-based organizations, bike clubs, or service clubs) to participate in non-motorized transportation activities needed to maintain or improve facilities as identified by the planning process.

Goal – Encouragement

Encourage non-motorized transportation for health and social benefits and to reduce motor vehicle congestion, pollution and the need for road and parking expansion.

Strongly Agree	Agree, with Modifications	Disagree
47%	7%	0%

Comment:

1. Parking resources identified and signed to allow/promote "working/peddling the last mile".
2. What congestion? on the Bridge? Make parking more costly, establish a car free zone

Objective 1: Encourage businesses and institutions to provide secure, weather protected bicycle parking, shower facilities and other incentives to support and accommodate those employees, customers and clients electing to commute or travel by bicycle.

Strongly Agree	Agree, with Modifications	Disagree
53%	7%	13%

1. I used to ride a bike to work. The biggest difficulty was lack of facility to shower or change.

Objective 2: Develop a non-motorized transportation map that identifies facilities like shoulder lanes, bike lanes, multi-use pathways and bike racks. Place rules of the road and other safety guidelines on the map for educational purposes.

Strongly Agree	Agree, with Modifications	Disagree
60%	0%	7%

1. Distribute widely in both printed and electronic versions.
2. Post maps around town and in-stores, post in schools and municipal buildings.
3. How are you going to distribute? Residents and visitors need to know the rules of the road.
4. This should be an extremely high priority.
5. Those who need to see this (i.e. SUV drivers) will not read it.
6. Education is very important.

Objective 3: Promote non-motorized transportation related recreation. Publish a listing of all non-motorized transportation related events or activities in the Sault Ste. Marie area.

Strongly Agree	Agree, with Modifications	Disagree
54%	8%	0%

1. Bicycle road rules and best practices.
2. It should be non-motorized transportation of recreation. Although, I suppose, the case could be made that one would non-motorized transport themselves to recreate!
3. The more people know about it, the better.
4. Comment: Perhaps utilize some current listings by adding to those lists (to save money, at least initially)

Objective 4: Publish a map and guide for both on and off-road routes that inform the public of facilities and services.

Strongly Agree	Agree, with Modifications	Disagree
53%	13%	0%

1. Local restaurant/casino placemat map and information.
2. Much of this work has been done MDOT, EUPRP&DC, MSU_CES
3. People won't use things if they don't know about them.
4. High priority.
5. Comment: Is this objective an overlap/repeat of objective #2?

Important Destinations		
Circle all that apply:		
Pre-Schools – 47%	Shopping Centers – 27%	Financial Institutions – 40%
Elementary Schools – 47%	Parks – 53%	Bus Stops – 27%
Middle Schools – 47%	Grocery Stores – 47%	Places of Employment – 53%
High Schools – 53%	Post Office – 40%	Governmental Offices - 40%
University/College -67%	Movie Theater – 20%	Farmer's Market – 47%
Theater/Cultural Places – 33%	Library – 47%	Community Gardens – 33%
Hospital – 40%	Medical Centers – 27%	Downtown District – 53%
Senior Facilities – 40%	Social Services – 40%	Fitness Centers – 40%
Tourist Attractions – 47%	Museums – 40%	Sport Arenas – 27%
Trails – 53%	Casino – 33%	Drinking Establishments/Pubs – 53%
Restaurants – 47%	Transportation Welcome Center –27%	Neighborhoods – 40%
Pharmacy/Drug Store – 33%	Laundromat – 33%	Motels/Hotels – 20%
Write-in Additional:		
Campgrounds		

Comment:

1. Looking at the worksheet, I pretty much strongly agree with everything on the form, especially providing more non-motorized education info in driver's ed and in increasing enforcement. As someone who usually walks or bikes to work, I find it infuriating how many drivers do not respect the right of way that a pedestrian holds. I believe stepped-up, increased enforcement in several areas of the city could easily pay for additional police officers. An officer could park on Sheridan between Ashmun and the LSSU campus and write tickets all day long for speeding, failure to yield, failure to stop, failure to signal, reckless driving and more. (Granted, it's difficult to use a turn signal when one hand is holding a cell phone and the other is on the steering wheel.)
2. A retired friend of mine, now 65, is a landmark/legend in Cadillac, MI, because he paddled to school for most of his K-12 education. Paddle trails are non-motorized
3. · Canal walkway on Cloverland's property. While not City property, using the easement along the Southside of the canal is the best I can see from Ashman Bay Park to Johnston Street. One glitch: Where the Edison pole yard was, we (you and the city) need to reserve an easement (12-20 ft wide) along the canal before this piece is entirely used by something else. A great feel good project and goes through the center of the population it will have the greatest impact on all citizens. · Connecting the Parks. Easy to do, and plan. Waterfront from Rotary Park to Ashmun Bay bisect the Canal connection via Johnston St. Connect Ashmun Bay to Sherman and the Agonquin Ski Trail via the snowmobile trail. Connect also via LSSU on the new crosswalk and via the tunnel under I-75 that will connect the Business Spur. · Biking on the business Spur is dangerous with all the entries to the businesses. Can we do what happen in Munising with a Road diet to three lanes and bike lanes? · Five lanes and dangerous crosswalk between the North and South campus of LSSU needs safety island for Ped crossing, slower traffic, and bike lanes. · In the woods behind Project Playground use to be a trail. Can we bring the trail back, as an Eagle scout project but for bikes that will then connect to the I-500 for real fun (only kidding about the bikes on the track). · Better sidewalks and planning for schools. As a parent you know it sucks allowing your children to walk to school. Let us also look at paving the path from the crosswalk from the middle school north to the neighborhood. There is already a user path and make it wide enough for both! · EDUCATE the drives the rules on pedestrians in the crosswalks have right-a-way (if they want to risk their life), bikes can take up a lane have rights on city streets. Educate bikers too. We do not want a single ghost bike in our community, never. · More bike rakes everywhere. Marquette have beautiful ones. See attached. · Advocate snowmobile trail from Sault to Strongs become a non motorized summer trail, as in

Northern MI. Need connection to and from city to encourage more summer non motorized development. 4 wheelers have the entire MI Superior State Forest and the almost all of the Hiawatha National Forest to play in, we need more non motorized trails connecting our communities. Active retirees want to non motorized transport. Marquette was voted one of the nation's best place to retire because of their hospital and their non motorized network of trails. We can put Sault on the map. · Look at easement via power lines, along train tracks, old streets and alleys in town to make connections that we do not do with cars or motorized vehicles.

· Embrace the fringe bike people, they will guide you on what will work. Roger Blanchard and Joe Gallagher only ride bike, no cars. They have input most of us never thought of.

4. Traffic generators, attractions, destinations. Yes, they are all important. Are you asking to prioritize the list? Start with schools and work. Community Action and Sault Housing should be part of this process to get their clients to and from home , work, doctors, etc. All are important.
5. Bike parking near destinations.
6. A crosswalk at all city parks especially Portage Ave. Institute caution/slow zone/areas around parks.
7. Most important: Rotary Park to Sherman Park, continuous w/downtown/Portage Spur.
8. Being in a city is pleasant, but not even close to how pleasant biking a trail in a natural environment is. That should be a major point to make. City bike "rental" program if people like it, they will support it. So institute a community-wide fundraiser, with silent auction; raffles. There has to be a dedicated group, or none of this will ever happen. Ashmun creek drainage area trail project.
9. Citizen comments by call in: Joe Cochran - lived in Sault for 3 years, transplant from Portland Oregon which is a very friendly biker community. Streets are not accommodating; cracks and heaving in sidewalks; city staff response when calling in problems/issues; appalled at no bike helmet policy and lack of helmet use by adults and kids; potential to be great is there but not utilized
10. All the locations listed above are important destinations. Concerns: 1. Identifying all of them on a map might be difficult, and invites concerns of inappropriate promotion of some commercial activities/places over others. 2. Route planning might be more objectively determined by focusing on providing access to areas of the City, rather than by what specific commercial activity is located where.,
11. E: THE "IMPORTANT DESTINATIONS" SEGMENT OF THE "PLAN VISIONING WORKSHOP" DOCUMENT: THE CREATION OF A LIST OF "IMPORTANT DESTINATIONS" RELATED TO A NON-MOTORIZED TRANSPORTATION PLAN IS NOT AN IDEAL WAY TO LOOK AT THE NMTP ISSUE. EVERYONE FEELS THAT HIS OR HER INTENDED DESTINATION(S) IS IMPORTANT. A BETTER WAY TO LOOK AT THE ISSUE INVOLVED IS "IMPORTANT USERS", WHICH IS REALLY ANOTHER WAY OF SAYING "IMPORTANT USER NEEDS". FOR SOME SYSTEM USERS MOTORIZED TRANSPORTATION IS NOT A CHOICE. SHOULDN'T SUCH SYSTEM USERS (FOR EXAMPLE) BE GIVEN TOP PRIORITY FOR A NMT SYSTEM? SUCH USERS INCLUDE CHILDREN TO AND FROM SCHOOL AND CHILDREN TO AND FROM PARKS AND RECREATION AREAS, AND THE ELDERLY AND INCAPACITATED TO AND FROM PARKING LOTS, TO AND FROM SHOPPING, TO AND FROM PARKS, ETC. ANOTHER EXAMPLE MIGHT BE TOURISTS. WHEN WE LIVE IN A COMMUNITY THAT IS HIGHLY DEPENDENT ON TOURIST DOLLARS, NMT SYSTEM PRIORITIES MIGHT WELL PLACE BENEFITS TO TOURISTS AS A HIGHER PRIORITY THAN FOR NON-TOURISTS.
12. NMTP VISIONING WORKSHOP DOCUMENT: COMMENTSTHE ABOVE TEXT WHICH INCLUDES "PURPOSE OF THE PLAN", "VISION OF THE PLAN", VARIOUS "GOALS", AND "IMPORTANT DESTINATIONS" IS WORDY AND CONFUSING. THE FORMAT PRESENTED IS AS FOLLOWS: Plan purpose, Plan vision, Goal, Goal, Goal, Goal, Important Destinations RE: THE NON-MOTORIZED TRANSPORTATION PLAN "VISIONING WORKSHOP" DOCUMENT, ABOVE: I find the preceding workshop outline to be confusing and very wordy. It begins with sections on plan purpose, plan vision, and a list of goals. I feel that vision, purpose, and goal are terms that have overlapping meaning. In many cases these terms are interchangeable in normal English language usage. The result is confusion on the part of the reader of the "Visioning workshop" document. Further, the text following each topic (i.e.,"plan purpose", "plan vision", and various "goals") in the "Visioning Workshop" document is cumbersome and wordy. The reader gets the impression that the document results from an attempt to combine key words and key terms from a variety of sources and constituencies in an attempt to insure that no individual or group is slighted. The unfortunate result is cumbersome confusing reading. A PROPOSED ALTERNATE "WORKSHOP" OUTLINE FOR "VISIONING" A NON-MOTORIZED TRANSPORTATION PLAN: NON-MOTORIZED TRANSPORTATION IN SAULT STE. MARIE: HISTORICALTRANSPORTATION DEVELOPMENT IN SAULT STE. MARIE, NON-MOTORIZED TRANSPORTATION DEFINED AS A SUB-CATEGORY, TRANSPORTATION PLANNING IN SAULT STE. MARIE: PAST DEVELOPMENT AND CURRENT STATUS, THE PERCEIVED CURRENT NEED FOR A DISTINCT "NON –MOTORIZED TRANSPORTATION PLAN" (NMTP) IN SAULT STE. MARIE, WHAT SPECIFICALLY IS A "NON-MOTORIZED TRANSPORTATION PLAN?", PLAN LIMITS: GEOGRAPHIC LIMITS, MANAGERIAL LIMITS, DEFINED EXCLUSIONS, NEEDS: WHO ARE THE NMTP BENEFICIARIES AND HOW DO THEY BENEFIT?, NEEDS PRIORITIZED, BENEFITS SUMMARIZED, THE PLAN (NMTP) "DOCUMENT": THE CONTENTS OF THE FINAL EXPECTED PLAN DOCUMENT" , PLAN IMPLEMENTATION PROCEDURES, PLAN IMPLEMENTATIONCOSTS, FORMAL PLAN IMPLEMENTATION REVIEW PROCEDURES AND SCHEDULES, END OF ALTERNATE "WORKSHOP" OUTLINE

Documents/Plans/Survey's/Other Pertinent Information Sources		
EUP Regional Planning currently has the following information or documentation. If you know of additional or more up-to-date information/plans or documents that should be included please list and provide contact information of where to get that information.		
Name of Document/Item	**Contact Person**	**Agency**
Sault Ste. Marie Master Plan 1995		
2010-2014 Master Recreation Plan - SSM		
2009 Superior Region Non-Motorized Investment Strategy		
SAH Transportation Survey – 2010		
Feasibility Study of the Three Mile and Easterday Interstate Bridge Crossings - 2007		
The I-75 Business Spur and M-129 Corridor Access Management Plan - 2008		
Safe Routes to School – JKL Bahweting – Meeting #1 Input and Discussion Design Initiative		
Sault Ste. Marie Walkability Audit – prepared by Dan Burden - 2008		
Intersections of BS-I-75/Mackinac Trail/Three Mile Road Accident Study - 2007		
Proposed Development Bikeway – Sault Ste. Marie to Brimley - 1977 BHCC - Assessment & SOPARC results from Clara James at CCHD.		

Appendix F – Project Prioritization

Label	Facility Name	Safety	Connectivity	Community	Economy	Total Score	Priority Rank
MU-08	Portage Ave.	10	9	30	40	89	1
MU-09	Easterday Ave.	25	10	30	15	80	2
BR-19	US BR 35	20	18	20	20	78	3
BR-07	12th/Marquette St.	20	10	30	15	75	4
BR-16	Bingham	15	11	30	15	71	5
T-13	Waterfront Walkway	5	11	30	25	71	6
T-12	Lower River Islands	0	5	30	30	65	7
BR-17	Minneapolis	15	10	25	15	65	8
T-11	Ashmun Bay Park	0	5	30	30	65	9
S-01	Marquette	5	4	15	40	64	10
S-02	Seymour	5	4	15	40	64	11
S-14	Ashmun St.	15	9	30	25	79	12
AOC-3	Ashmun	5	8	30	20	63	13
MU-29	Mackinac Trail	10	12	30	10	62	14
BR-20	Ryan	10	6	25	20	61	15
BR-01	W. 3 Mile Road	10	14	20	15	59	16
CW-06	I-75 BS at Mackinac Trail	10	14	20	15	59	17
TH-14	BR 35 - Mackinac Trail/3 Mile Intersection	10	14	25	10	59	18
BR-04	Portage/Riverside	10	23	20	5	58	19
TH-09	MDOT Welcome Center	0	20	25	10	55	20
AOC-7	3 Mile Overpass	10	4	25	15	54	21
BR-25	Shunk Road	5	4	25	20	54	22
MU-01	I-75 BS	25	14	10	5	54	23
MU-11	Soo/Strongs Trail	0	19	20	15	54	24
S-05	Portage Ave.	20	9	25	0	54	25
MU-14	Portage Canal	0	13	20	20	53	26
S-09	4th Ave.	0	8	25	20	53	27
BR-24	Spruce St.	5	2	25	20	52	28
CW-01	Overhead - Parking Deck/Hospital/MOB	0	2	20	30	52	29
MU-30	3 Mile Rd.	10	2	30	10	52	30
AOC-9	Easterday Ave. W./Oak St.	10	12	30	5	57	31
S-08	8th Ave.	0	6	25	20	51	32
S-11	Ice Circle	0	6	25	20	51	33
BR-08	W. Easterday Ave.	20	10	15	5	50	34
AOC-1	Oaka/Spruce	0	9	20	20	49	35
AOC-4	20th	10	14	20	5	49	36
CW-03	I-75 BS at Meridian	10	4	20	15	49	37
CW-04	I-75 BS at Holiday Gas Station	10	4	20	15	49	38
CW-05	I-75 BS at Wal-Mart Entrance	10	4	20	15	49	39
MU-07	Portage Ave.	20	9	10	10	49	40

Label	Facility Name	Safety	Connectivity	Community	Economy	Total Score	Priority Rank
S-13	Ashmun St.	10	4	20	15	49	41
CW-12	Marquette St. @ Seymour	5	8	20	15	48	42
CW-13	Marquette St. @ Superior St. Trail	5	8	20	15	48	43
CW-14	Marquette @ Ashmun	10	8	20	20	58	44
MU-05	Marquette	20	8	10	10	48	45
AOC-8	Easterday Ave.	5	12	30	5	52	46
TH-07	Ashmun Bay Park	0	7	20	20	47	47
CW-10	Marquette St. @ Bahweting School	5	6	20	15	46	48
MU-12	Soo/Strongs Trail	0	11	20	15	46	49
S-07	Ryan	0	6	25	15	46	50
BR-15	Fort	0	5	25	15	45	51
BR-10	20th	10	14	15	5	44	52
CW-02	I-75 BS at M-129/Ashmun Intersection	10	4	20	15	49	53
CW-17	Ashmun/Easterday	5	4	20	15	44	54
MU-10	Ashmun Bay/South St.	0	9	20	15	44	55
T-04	Water Street	0	9	20	15	44	56
T-05	Lynn Trail	0	4	20	20	44	57
T-06	Ashmun Creek Interpretive	0	4	20	20	44	58
BR-14	Ridge Street	10	8	15	10	43	59
BR-15	Ryan	0	8	25	10	43	60
TH-08	Lower River Islands	0	5	12	25	42	61
AOC-6	LSSU	5	11	15	10	41	62
CW-15	Sault Tribe Child Care	5	6	15	15	41	63
S-04	Easterday Ave.	20	6	15	0	41	64
S-10	Prospect	0	6	15	20	41	65
BR-03	8th	0	4	20	15	39	66
T-10	High school Backlands Nature Trail	0	4	15	20	39	67
BR-12	Spruce Street West	0	8	15	15	38	68
BR-18	Shunk Road	5	8	15	10	38	69
CW-09	Marquette St. - Shunk Rd.	5	8	20	5	38	70
MU-02	Meridian	10	8	10	10	38	71
MU-24	Power Canal	0	7	20	10	37	72
T-08	Algonquin Ski Trail	0	2	15	20	37	73
AOC-2	I-75 Business Spur	20	6	20	10	56	74
BR-06	W. Portage Ave	5	11	15	5	36	75
BR-21	Dawson St.	0	11	15	10	36	76
T-03	Downtown Lunch Loop	0	11	20	5	36	77
BR-02	14th	5	4	20	5	34	78
BR-11	Spruce Street East/Ord	0	4	20	10	34	79
BR-15	Sheridan	0	4	20	10	34	80
CW-07	I-75 BS at Cascade Crossings Entrance	10	4	20	5	39	81

Label	Facility Name	Safety	Connectivity	Community	Economy	Total Score	Priority Rank
CW-16	2-mid block crossing - Casino area	5	4	15	10	34	82
MU-15	M-129/Ashmun	10	8	10	5	33	83
T-02	Historic Church Pathway	0	13	10	10	33	84
MU-13	Tunnel Trail	0	6	20	5	31	85
AOC-5	I-75 Tunnel	0	4	15	10	29	86
BR-05	4th Ave.	0	9	20	0	29	87
CW-08	Riverside Drive at Mission Street	5	9	10	5	29	88
MU-06	Shunk Road	5	8	5	10	28	89
BR-09	W. 24th (Sherman Park Loop)	0	7	15	5	27	90
MU-25	I-75 BS	15	2	10	0	27	91
S-12	I-75 BS	10	2	10	5	27	92
T-07	Ashmun Creek Mountain Bike Trail	0	2	15	10	27	93
TH-13	Aune/Osborn	0	5	20	2	27	94
TH-14	Project Playground	5	2	10	10	27	95
MU-23	Riverside Dr.	5	11	10	0	26	96
S-06	Meridian	0	6	15	5	26	97
MU-21	River of History Walkway	0	5	10	10	25	98
TH-14	All Trailhead areas	0	5	15	10	30	99
BR-23	Peck-Easterday	0	4	10	10	24	100
MU-20	EOW-Wal-Mart	0	4	5	15	24	101
T-15	Superior Street	0	4	15	5	24	102
MU-18	High school Backlands	0	8	10	5	23	103
TH-03, 04	Ashmun Creek Interpretive/Mountain Bike Trailhead	0	2	10	10	22	104
TH-11	Algonquin Ski Trail	0	2	15	5	22	105
BR-13	Magazine St.	0	11	0	10	21	106
MU-04	12th	0	6	10	5	21	107
T-16	8th	0	6	15	0	21	108
TH-06	High School Backlands	0	6	10	5	21	109
MU-22	Aune/Osborn	0	5	15	0	20	110
MU-26	Lower Coast Guard Park	0	5	15	0	20	111
MU-27	Powerhouse Walkway	0	5	15	0	20	112
MU-03	Davitt	0	4	10	5	19	113
MU-19	Sault Tribe HC/EOW	0	4	5	10	19	114
S-03	Newton	5	4	10	0	19	115
T-09	Big Bear Nature Trail	0	4	5	10	19	116
TH-12	Cascades Crossing	0	4	10	5	19	117
MU-16	Mission Reserve	0	7	5	5	17	118
T-17	Mission Creek	0	0	15	0	15	119
MU-17	9th	0	4	5	5	14	120
T-01	John St. Foot Trail	0	2	5	5	12	121

Label	Facility Name	Safety	Connectivity	Community	Economy	Total Score	Priority Rank
BR-22	10th	0	4	0	5	9	122
MU-28	Ravine St.	0	2	0	0	2	123
T-14	Big Bear to Portage Ave.	0	2	0	0	2	124
T-18	Project Playground	0	2	0	0	2	125

Appendix G – Facility Cost Estimator Tool

Benefit Cost Analysis of Bike Facilities

http://www.bicyclinginfo.org/bikecost/

Appendix H – Non-Motorized Internet Resources

	Federal Highway Administration	http://www.fhwa.dot.gov/environment/bicycle_pedestrian/
	Michigan Department of Transportation	http://www.michigan.gov/mdot/0,4616,7-151-9615_11223---,00.html
	Pedestrian and Bicycle Information Center	http://www.walkinginfo.org/index.cfm
ite Institute of Transportation Engineers	Institute of Transportation Engineers	http://www.ite.org/
NATIONAL COMPLETE STREETS COALITION	National Complete Streets Coalition	http://www.completestreets.org/
MTGA Michigan Trails & Greenways Alliance	Michigan Trails and Greenway Alliance	http://www.michigantrails.org/
	League of Michigan Bicyclists	http://lmb.org/
Adventure Cycling Association America's bicycle travel experts	Adventure Cycling Association	http://www.adventurecycling.org/

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